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OTTAWA, SEPTEMBER 10, 1949

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COVER SUBJECT—Colonial buildings flank the "Zocalo", Mexico City's main square, which is bordered by the Presidential Palace, the Cathedral and government offices. Canadian exports to Mexico during the twelve months ending last May had a value of $14,230,000, compared with $14,144,000 in the corresponding period last year, and with $2,490,000 per annum before the war. Imports from Mexico rose from an average of $682,000 in the five years before the war to $27,520,000 in the twelve months ended in May, 1948, and with $18,509,000 in the corresponding period ending last May.

Price 10 cents

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Industrial Progress of Canada During Past Decade Outlined

Hon. R. H. Winters, Minister of Reconstruction and Supply, extols contribution of management and labour to present status of country during address in Toronto—Foreign trade shows some advances despite international difficulties.

(Editor's Note—The following address, which has a bearing on the industrial development and trade of Canada, was delivered by the Hon. Mr. Winters on September 3 in Toronto at a luncheon on Manufacturers' Day at the Canadian National Exhibition.)

CANADA is now rounding out a decade of the most sustained and intensive effort in her history. It has also been a 10-year period of outstanding national achievement. Canada has whole-heartedly participated in and contributed from her resources to the fighting of the greatest war in history. She has extended a helping hand to wartime allies as they have struggled to gain a firm footing in the postwar world. She has raised the average standard of living of her citizens by about 50 per cent. She has compensated for years of neglect of facilities for production and gone further by expanding those facilities.

Behind these achievements of production lie other achievements—achievements of application and ingenuity by management and labour. I intend to review some of these changes and then draw your attention to my views of their significance for Canada's future.

The most fundamental and profound change in the structure of the Canadian economy is the new status of the manufacturing industries—your own industries. Before the war, approximately 33 per cent of the employed working force were in agriculture. Today it is about 22 per cent. The ten percentage points dropped by agriculture were picked up by the manufacturing industries. Their share of the employed working force has increased from 15 per cent to approximately 25 per cent. Today, the manufacturing working force of over 1,200,000 is more than double what it was in 1939. Few people realize that, from the turn of the century to the Second World War, employment in the manufacturing industries was decreasing in proportion to total employment. It is true that manufacturing industries were becoming more important to the economy in this period, but this was being brought about through improved technology rather than an increase in relative employment. But in the last decade the balance changed radically. Still further improvements in technology were coupled with a doubling of manufacturing employment, enabling Canadians to manufacture more of the things they need of a quality and at costs that compare favourably with those of the most industrialized country of the world—the United States.

Ability of Management and Skill of Labour Important

Another factor of considerable importance, and one which is related to technology, is the enhanced ability of management and the increased skill of the labour force. During the war years, particularly, management learned a great deal about how to increase production by being forced to improvise, to find new and better ways to do old operations and by having to mass-produce many things. This knowledge is now being applied to peacetime production. The up-grading of workers during the war and under conditions of labour shortage after the war has also served to increase

materially the skill content of the working force. Canada has long ranked among the leading nations of the world in the application of advanced technology to production. To a considerable degree, however, she has been a copier rather than an innovator. Now originality of application of technology either to do a task better than it has been done before or to do it better under Canadian conditions is commonplace. In a small but dramatic way, the importance of vision, skill and originality in application has been exemplified recently by the flight of a jet airliner from Malton airport. It has been possible for Canadian technicians and workmen to make major adaptations of "know-how" in a highly technical and experimental field by combining the best knowledge available abroad with Canadian technical ingenuity.

Production Capacity Increased

Another important consideration in evaluating Canadian industrial growth is the increase in plant capacity that has occurred. As closely as can be ascertained, Canada's manufacturing capacity has increased by about 50 per cent in the last decade. The most substantial increases have been registered in fields where Canada was relatively weak before the war, particularly in the metal-working and chemical industries. For example, primary iron and steel capacity is up 70 per cent. The most comprehensive information available has been obtained from firms which took advantage of special depreciation provisions for income tax purposes. Some 4,200 companies, mostly manufacturers, expected to be able to attain a volume of production 1¾ times larger, and a volume of exports 2½ times greater than prewar, when they had completed their investment programs. In large measure they have been able to realize their intentions in spite of serious handicaps to international trading in the postwar period.

In the four years 1946-49, Canada's outlay for expansion will have amounted to $10·5 billion, of which $6·3 billion, or 60 per cent, has gone into business. In turn, $2 billion, or approximately one-third of business investment, or one-fifth of all investment, has been made by the manufacturing industries. Comparing Canadian manufacturing investment with corresponding investment in the United States, this country in 1948 devoted 25 per cent more of its resources to this important purpose than our neighbour to the south. More was invested by Canadian manufacturing industries than by primary industries and utilities. Each of these two groups invested about $1·7 billion, while the trade, finance and commercial group invested about $900 million.

Among the manufacturing industries, the food and beverage and the paper industries have each made investments of upwards of $350 million; the iron and steel industries more than $200 million; the petroleum and coal and the chemical industries each more than $150 million; the textile industries more than $125 million. Manufacturing industries that have spent $50 to $100 million, in descending order of outlay, are wood products, non-metallic minerals, transportation equipment, non-ferrous metals, printing and publishing, electrical apparatus and clothing. Their total outlay is of the order of $500 million. The remaining small industries have spent around $75 million.

The $10·5 billion of investment in the last four years represents nearly one-fifth of gross national expenditure in that period of time, and amounts to about $800 for every man, woman and child in Canada. The outlay of $6·3 billion by business will amount to about $1,300 per worker. The investment by manufacturing industries will be over $1,700 per worker. How many Canadians realize that we would not enjoy the high standard of living we have today had it not been for the vision and initiative dis-

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played by Canadian manufacturers in providing, over a period of four years, $1,700 worth of tools, equipment and plant facilities for each of their workers.

"Rounding Out" of Canadian Economy Effected

The changes that have been mentioned, by themselves, are enough to affect profoundly the capabilities of the Canadian economy compared with prewar. The increased ability of management and skill of labour, coupled with expanded plant facilities, has resulted in a substantial improvement in productivity over prewar years, and the gains in this direction are not yet fully realized. When a general increase in productivity is coupled with a marked shift of employment to the high-output-per-worker manufacturing industries, it is evident that the production potential of the Canadian economy has been greatly increased in the short period of a decade. Coupled with these changes, there have been two important changes—a "rounding out" of the economy and an integration of its various parts.

Canada's manufacturing industries, before the war, were essentially specialized. The emphasis was on the preparation of raw materials for export and on the assembly or final processing of a number of consumer goods for the home market. Canada has not ventured very far into the broad and important field of intermediate processing, such as heavy fabrication of iron and steel, the "engineer trades", and the production of heavy chemicals. These were the fields of notable expansion during the war years. Canada's improved postwar status as a producer of machinery and equipment amply demonstrates this. The so-called "engineer trades" require a more highly skilled working force than will be found in any other group of industries. They are usually among the last industries to develop in a country and, probably more than any other single criterion, indicate the extent of industrial growth. Today, Canada's capital-goods making industries are well developed, well equipped and technically on a level with the best to be found anywhere. Within a few years they will be well diversified. It is only with respect to highly specialized items that Canadian firms must look elsewhere today. Thus, Canada now produces most of its requirements of machinery and equipment for metal-working, wood-working, pulp and paper-making, farming, rail, water, road and air transport; also most of its requirements for electrical machinery, electronic equipment, boilers, heat exchangers and pumps, elevating and conveying machinery. The present weak spots are construction machinery, the larger types of marine and stationary engines, certain lines of business and office machines and of industrial machinery needed by the less important industries of the country. These fields remain a challenge to Canadian industrial ingenuity. While you can be proud of your achievements up to date, there are still some things to be done. No newcomer need fear that there are not many opportunities in Canada for the enterprising and the capable businessman.

Industrial Integration Achieved

As a result of the "rounding out" or "filling in" of the nation's industrial structure, the pattern of inter-industry relations has become much more complex but also more flexible to meet unfavourable developments. Much of the wartime investment was aimed at the establishment of fully integrated plants and processes. A considerable share of postwar investment has been to consolidate and extend this integration. As a result, Canada's manufacturing industries have become important users of one

another's products and have, at the same time, gained a greater degree of flexibility both in relation to production and with regard to finished goods. Had this development not been a fact, the degree of success attained by the government in administering capital goods imports would have been materially reduced. When it was necessary to "get down to cases" it was found that a wide range of acceptable alternatives to the importation of machinery, equipment and production materials could be found within Canadian industry—at costs which, in most cases, compared favourably with those of the United States. To give you a concrete example of Canadian ingenuity, one radio manufacturer was able to reduce the import content of a radio from $17 to $1.35, or by over 90 per cent. The set carries the proud label "Made in Canada".

Outlook is Favourable

Fundamentally, the effect of the various developments of the past ten years has been to place the Canadian economy on a base of new industrial strength. Other decades of the past can be said to have brought great changes. These changes, however, have been associated with one or a few important circumstances, such as the building of railways. In the decade just passing, the whole economy has been involved directly and all its segments have been subject to expansion.

The result is that Canada can produce more; she can produce more per worker; she can produce a greater variety of things; she can produce things of better quality, and she can vary production to meet changing circumstances.

Not all the gains have yet been realized. It must also be recognized that not all of the gains have necessarily been fully consolidated. The marked expansion and change of the past ten years have taken place without a buyers' market to guide decisions. The total effect of the important underlying changes of the economy, however, have been to increase its stability and adaptability and to improve its competitive position.

This is an important consideration at this time. The levelling off of prices in the past year, a softening in the level of economic activity in the United States, and some decline in export demand indicate that Canadian industry is moving into a period of testing and that a goodly number of adjustments with respect to price or production, or both, will be the order of the day.

It would be shortsighted not to see the present world situation as it is—a world divided into two parts, West and East, filled with trade restrictions, exchange regulations, immigration barriers and many sorts of controls. These have made exchange of goods, services and men extremely difficult. And as the saying goes, "things might get worse before they get better". But there are a great many favourable current factors in the Canadian economy to help ease the transition.

The domestic market is far larger today than before the war and still has unsatisfied backlogs of demand for both consumers' durable and capital goods. Consumers have a high rate of current income, and the high rate of personal saving in the war and postwar period gives many of them reserves on which to draw. Consumer income is more equitably distributed than it was, say, back in 1929, and social security provisions and progressive personal income taxes increase the stability of this income.

In spite of its heavy investment program, Canadian industry does not appear to have over-committed itself. In particular, a large part of the new investment has gone into modernization of plant. Much of the increased ability to produce, therefore, results from more efficient facilities

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rather than more facilities, so the competitive cost position is eased rather than aggravated. The relatively high cost of capital goods has also introduced an element of caution. Frequently capital goods that were most pressingly needed or that gave prospects of quick returns have been acquired.

Canadians Holding Their Own in Foreign Trade

In the field of foreign trade, Canadians have so far been able to hold their own. Exports in the first half of this year are slightly above last year, which in turn had been a peak year. The increasing economic difficulties of the United Kingdom and of many other foreign customers of Canada indicate that the trading problems of tomorrow will not be solved by sitting back and doing nothing about it. The Federal Government, in line with its policy of doing everything it can to assist in the maintenance of high levels of trade, has joined other like-minded nations in the endeavour to free trade from the shackles of import and foreign exchange controls and the dangers of great price fluctuations. Some of these endeavours have already been crowned with success, such as the conclusion of the International Wheat Agreement, negotiated by 41 nations, including the largest wheat exporters and importers of the world. As a result of tariff and trade negotiations completed only recently at Annecy, in France, it is expected that the number of nations subscribing to the General Agreement on Tariffs and Trade negotiated in Geneva will be increased from 23 to 34. Canada also participated in the tripartite discussions with the United Kingdom and the United States, in London, followed by economic discussions with Commonwealth countries in an endeavour to work towards a solution of some of the pressing world-wide trade problems. Currently, another tripartite discussion with the United Kingdom and the United States is being held in Washington. Should world trade decline in 1950 or in any of the years that follow, and Canada's share with it, I can assure you it will not be because Canada hasn't endeavoured to work out with other nations a long-term solution towards better trading relations.

In conclusion, Canadians today are more prosperous than they have ever been. They know that, because of difficult world conditions, problems of adjustment lie ahead. But our country is also in a better position to cope with these problems than it has ever been in the past. Manufacturers have an important stake in the process of adjustment. It will test all their ingenuity to produce and sell goods at prices and of a quality which will compete successfully at home and abroad with the products of other countries. Canadian manufacturers have grown in stature, have greater experience, use better equipment and have the benefit of a skilled labour force.

The initiative and aggressiveness lies with Canadian manufacturers. In their endeavours they will have the full sympathy and active co-operation of the Canadian Government. The 1940's have been a decade of achievement. The aim now is to make the 1950's a decade of consolidating these achievements and going on to still greater accomplishments.

British Milk Production Increases

London, July 20, 1949.—(FTS)—Milk production in Great Britain amounted to 1,794 million gallons during the twelve months ending last May, compared with 1,707 million gallons in the same period last year, and an average for the three prewar years of 1,480 million gallons.

Argentina Allocating Dollars to Settle Outstanding Accounts

Approximately $1,000,000 per month of earnings from exports to be set aside for payment to foreign suppliers—Canadian exporters advised to comply with required formalities—Compensation and barter deals not feasible—Subsidies discontinued and bank credits restricted to halt inflation.

By H. L. Brown, Commercial Secretary for Canada

(One peso equals approximately 20 cents Canadian)

(Editor's Note—This is the second of two articles on financial conditions in Argentina, prepared for *Foreign Trade*.)

BUENOS AIRES, August 4, 1949.—Argentina's dollar resources and the extent to which that country can earn hard currencies is of interest to many Canadian firms, not only as a basis for assessing the prospects for future sales but also as an indication of the possibility of obtaining settlement of old accounts. The availability of dollars is directly related to export sales for dollars, which must mainly be to North America. Therefore the Canadian and United States statistics of imports from Argentina together provide a reasonably accurate basis for estimating Argentina's gross earnings of dollars. During 1948 the average rate was slightly more than $15 million a month, but the average is currently about $5 million a month, or a third of the former figure.

The Argentine authorities have announced the adoption of the policy of setting aside approximately 20 per cent of these earnings for payment of outstanding accounts. Therefore, considering only the export statistics, it is unofficially estimated that approximately $1 million a month will be available for payment of old accounts, as the Argentine Central Bank has not been publishing precise data of actual payments since this policy was adopted. According to a conservative official Argentine estimate, the amount outstanding in North America a few months ago was at least $143 million. Therefore, unless Argentine exports for dollars improve to a marked extent during the next year or so, the repayment of the outstanding total will take ten or twelve years.

In this connection, Canadian exporters with outstanding accounts in Argentina should ensure that their customer (or their bank's correspondent) has submitted a copy of Form 1723 to the Argentine Central Bank for each outstanding shipment. Form 1723 is presented only when the goods have been cleared, exchange has been closed, local currency has been deposited and all formalities have been completed except for the actual remittance of dollars. Submission of Form 1723 is a request for the delivery of dollars. It obviously deals only with spot transactions. Acceptance drafts might be covered by exchange futures, but Form 1723 may not be submitted in such cases until after conversion to a spot basis, whereupon pesos would be deposited. Reverting to the question of waiting for payment, it is reported that the Argentine Central Bank is now concluding payments against applications on Form 1723 which were submitted under date May 31, 1948, fourteen months ago.

Compensation Deals Not Formally Adopted

Canadian firms desirous of continuing trade with Argentina may wish to consider private barter and compensation deals. They should,

therefore, note that, as far as is known, these methods have not yet been formally adopted for trade transactions between Canada and Argentina. There are a number of negative factors involved, but the most important is that the products which Canada is interested in obtaining from Argentina will probably be purchased in any event and will be paid for in dollars, thus making available to Argentina dollars for use as desired. On the other hand, a compensation deal would specify how the dollars should be used and would thus limit the range of purchases for which the dollars, if freely disposable, could be used by Argentina. Although no official policy has been announced in Argentina, there is apparently no present prospect of private barter or compensation deals being arranged between the two countries.

In mid-July the Argentine authorities discontinued payment of subsidies benefiting consumers of meat, cooking oil and soap, at the same time abolishing maximum prices for these commodities. Similarly, maximum prices of dairy products were raised and are to be lifted entirely at the beginning of October. Suspension of the subsidies is expected to favour sound economic development and to contribute towards halting inflation. Nevertheless the measure has had a serious effect on living costs for workers and their families. The *Review of the River Plate* has estimated that for an average working-class family of five persons the cost of living is increased by 44·80 Argentine pesos a month for meat, milk, butter, oil and soap; for persons on a monthly income of 300 to 800 pesos this will be an appreciable item. If the policy of discontinuing subsidies is pursued further, then higher prices are to be expected for flour, bread, macaroni, sugar and several other products. Although the Government no longer need disburse substantial sums in subsidies, estimated to exceed 1,500 million pesos a year, national revenues may be increasingly difficult to obtain in the next twelve months, and the apparent saving would probably be otherwise absorbed.

Moreover, the same general principle has been made applicable to agricultural prices by the establishment of a form of compensation payments. The Argentine Trade Promotion Institute (I.A.P.I.) established the price to be paid to the farmer for corn at 15·50 Argentine pesos per 100 kilograms (220 pounds) and then provided for a compensation payment of 30 centavos to the farmers to enable them to pay the pickers a higher rate. Under such an arrangement, the producer becomes involved in the complications of paying the bonus not only to those pickers still working but also to those who have finished and left the district. In regard to the peanut crop, the wage rates were first set at the same level as last year, and then, at a late date, a higher scale was announced. The harvesting of the sunflower crop is giving rise to complaints because the tariffs established for harvesting machines are so high as to be out of proportion to the value of the product.

Bank Credits Restricted

The Argentine authorities began to restrict credits in October, 1948, by a decree which put into effect various measures adopted by the National Economic Council to reduce the volume of currency in circulation. The amount permitted to be granted by banks in credit to private business was reduced by one per cent per month up to a total of 12 per cent in twelve months. The granting of credit facilities for speculation was prohibited, and the rate of interest was raised. The Industrial Credit Bank was instructed not to accept new applications for credit except in the case of industries of national interest. The Investment Institute

Argentina—Ministry of Finance Building, Buenos Aires.

was instructed not to approve new share or debenture issues not directly related to indispensable industry. The Mortgage Bank was limited in its operations to those related to housing.

These restrictions were well received at the time, since they were an indication of definite plans on the part of the authorities to slow down the inflationary process which had already prejudiced the national economy. In a recent comment on the measures, the Argentine Association for Production, Industry and Commerce expressed the opinion that these measures should have been applicable equally to the activities of government entities and of private enterprise, but the association states that the rediscounts and advances made by the Argentine Central Bank to other banks have increased from 8,699·3 million pesos as at December 31, 1947, to 13,896·3 million pesos a year later and to 14,703·7 million pesos on April 15, 1949 (16,391·2 million pesos at June 30). Added to these figures should be bank loans against collateral and advances on mortgage loans amounting to 13,555·5 million pesos at the end of 1947, to 20,042·6 million pesos at the end of 1948 and to 21,298·8 million pesos by April 15, 1949. The Association points out also that these increased credits have not gone to private enterprise, as evidenced by the fact that the economic activities of companies and private parties are at present suffering the effects of credit restriction. The increased loans have gone to official organizations. At the same time, an analysis of credits granted by the official banks shows the proportion of that total to the aggregate has increased relative to the proportion granted through other banks.

Money advanced for public expenses is approximately equal in its effect on the monetary system to expanded circulation, and the action of the official banks is therefore difficult to reconcile with the restrictions on the general purchasing power of the country. The limitations on private enterprise have brought attendant difficulties for private enterprise, but the planned benefits to the economy of the country have not been obtained. Wholesalers and other interests associated with the finances of production and sale have felt the effect of the restrictions because,

notwithstanding a marked increase in prices since the regulations were enacted, these businesses have been limited to small credits, with a consequent reduction in their business turnover. Retailers have felt the pressure because of the necessity for making time payments to wholesalers and manufacturers and because of the need for replacement of capital. The pressure has been reflected in decreased orders by retailers, and in turn by wholesalers, to the point of further affecting the output of industry. It is obvious that the current seasonal sales of retailers have not attracted the anticipated business; even for stores in liquidation business is below normal. It may be that the postwar retail backlog is nearly satisfied and that the public does not need to make purchases beyond day-to-day requirements. On the other hand, there are possibilities that the private buyer is hopefully awaiting even lower prices. Whatever the reason, retail turnover is down, and in some quarters this is attributed to lack of credit to support economic activities. Yet, as already noted, monetary circulation continues to expand, due to credits advanced to government organizations.

Central Bank Accounts Indicate Credit Expansion

The limited data available on the accounts of the Argentine Central Bank reflect continuous credit expansion and the issuance of new money in the first six months of 1949. Total circulation at the end of June amounted to 8,184·4 million pesos, having increased about 7 per cent since the beginning of the year, while the increase over June, 1948, totals 37·2 per cent. Gold reserves have remained stable at a little under 500 million pesos, but foreign exchange holdings have declined by 446·8 millions, amounting to 1,914·3 million pesos at the end of June. Holdings of this nature would be offset by the heavy dollar debt abroad were it not that the debt is being paid very slowly from current exports in order to keep intact the already low dollar account.

Credit extended by the Central Bank expanded by about 17 per cent over the figure of 20,042·6 million pesos at December 31 and shows a tendency towards increased expansion in that the increase in June alone amounted to 1,059·9 million pesos as compared with the gains of 846·9 million pesos in May and 572·4 million pesos in April. Rediscounts and advances alone, which stood at 16,391·2 million pesos at June 30, show an increase of 2,494·9 million pesos, or 18 per cent, in the first half of 1949. Total deposits with the commercial banks, which have been in the name of the Central Bank since the nationalization of the banking system, stood at 18,931·4 million pesos at the end of June and have increased by about 15 per cent since December 31. There is thus a marked expansion of liabilities and a steady, although not spectacular, decline in reserves which, coming at a time of merchandise shortages, has contributed to the reduction in the value of the peso.

Budget Estimates Announced for Next Year

The estimates of government income and expenditure in 1950 were announced on July 4. These provide for an aggregate expenditure of 11,258·4 million pesos, of which 4,870·0 million pesos is for national administration, 964·8 million pesos for public works, etc. (to be covered by bond issue), and 400·9 million pesos for special items; the remainder is made up of expenditures by autonomous government organizations, totalling 5,022·7 million pesos, presumably self-liquidating. The issuance of further government bonds will apparently result in an increase of 36 per cent over the issue in 1949 and will bring the national debt, by 1950, to not less than 14,915·2 million pesos as compared with 11,538·6 million

pesos in 1947; service of the public debt is estimated to cost 517·7 million pesos. The already marked reduction in foreign trade must bring a sharp decrease in customs revenue and possibly in revenue from exports. The proceeds of income tax, sales tax and the excess profits tax must all be lower in 1950 than in the past unless prevailing conditions improve. The estimates make no reference to provision for expenditure under the Five-Year-Plan, which is already authorized on the basis of 1,253·2 million pesos per annum.

Argentine Trade Promotion Institute Issues Statement

An important part of the financial structure of Argentina since 1946 has been the Argentine Trade Promotion Institute, commonly referred to in Argentina by the initials of its name in Spanish, I.A.P.I. On July 20 a form of balance sheet and profit and loss account for the calendar year 1948 was published for the first time. According to this statement, net profits in 1948 were 560·9 million pesos, and gross profits totalled 2,079·7 million pesos. It was intended, when I.A.P.I. was organized, that it should provide the Government with funds to finance the Five-Year Plan and to pay subsidies. Subsidies of 319·2 million pesos have been paid from the gross profits, with a further provision of 163·6 million pesos for the sugar subsidy. The statement makes no reference to the Five-Year Plan. Another interesting feature is that the liabilities include 6,496·3 million pesos due to the three principal government banks. This apparently indicates that I.A.P.I. took about 50 per cent of all loans granted by these banks between September, 1946, and December, 1948—a probable contribution to inflation. Argentine Government ministries and dependencies, including provincial, owe I.A.P.I. 5,564·4 million pesos. Foreign governments, not specified, are shown as owing 976·8 million pesos, to which must be added 364·7 million pesos in bonds for Spanish Government account, making a total of at least 1,341·5 million pesos owed by foreign governments. The value of goods on hand is shown among assets as 1,639·6 million pesos, comprising 1,288·2 million pesos in Argentine produce (presumably for export) and 351·4 million pesos in imported goods for disposal in Argentina.

Bizonal Building Material Output at Postwar High

Frankfurt, August 15, 1949.—(FTS)—Bizonal production of building materials is now higher than at any time since the beginning of the occupation, Mr. Harold A. Taylor, Chief of the Bipartite Commerce and Industry Group, recently announced. Output in this key department of postwar rebuilding has climbed to 99 per cent of the 1936 level. This percentage represents output for June, 1949, the latest month for which figures are available, and further increases are expected in July production.

Building materials output is running ahead of production in other industrial fields, which averaged 86 per cent of the 1936 level in June. Three types of building materials which have exceeded the 1936 production rate are: cement and roof tiles, both at 105 per cent; and flat glass, which is up to 132 per cent. Production of other important building materials such as burnt lime, bricks and roofing felt, range from 89 per cent to 94 per cent of the 1936 level.

If the trend of previous postwar years is maintained in 1949, production in the building materials field will continue upward for the next three months. After October, there is a normal winter-time decline in production.

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Canada Resumes Wheat Exports In Volume to Mexican Market

Recent shipments totalling 1,050,000 bushels valued at U.S.$2,300,000—Practically all 1946 and 1947 imports from United States under food control regulations—Canadian wheat favoured by Mexican millers—Higher imports required to meet increased demand for bread.

By W. J. Millyard, Acting Commercial Secretary for Canada

MEXICO CITY, August 4, 1949.—The first sales in volume of Canadian wheat to Mexico in the past four years were made between April and July of this year, when two lots of 700,000 and 350,000 bushels, respectively, of No. 2 Manitoba Northern were sold for a total of approximately U.S.$2,300,000.

In the years immediately prior to the war, Canada had no history of wheat shipments to Mexico, and from 1935 to 1939, inclusive, shipped only 4,984 bushels valued at $5,793 (Canadian currency). From 1940 to 1942, sales amounted to 20,900 bushels, but from 1943 to the end of 1945 they increased heavily to a total of 3,900,000 bushels for the three-year period. Due to the establishment of international food control organizations in the postwar era, Canadian wheat was allocated to areas other than Latin America and, during 1946 and 1947, Mexico purchased practically all of its wheat from the United States. Since the beginning of this year, however, Canada has once again been at liberty to sell wheat to Mexico and other countries in Central and South America.

High Protein Content of Canadian Wheat Favoured

The first shipment, which arrived in May, met with universal favour from the millers of Mexico, who state that it is the finest wheat they have processed in recent years. With a protein content approximately 2 per cent greater than hard wheat grown in other countries, it enables the Mexicans to utilize more of their low-grade soft wheat for mixing purposes and is thus highly economical. Mexican white bread is of good quality, requiring about 60 per cent Canadian flour mixed with that obtained from the softer Mexican grades of wheat.

Since 1941, all purchases of wheat and flour have been made by a government agency, Nacional Distribuidora y Reguladora, but this organization is now being dissolved, and henceforth all foreign wheat will be purchased by a trading company called Cia. Exportadora e Importadora Mexicana, S.A. (CEIMSA). This organization is taking over all the assets and commitments of Distribuidora y Reguladora, including unloading facilities in the port of Veracruz, which consist of four blowers capable of unloading a total of 1,200 tons around the clock. Since there are no elevators, the wheat is loaded directly into boxcars for shipment to millers in Mexico City and central and southern parts of the Republic, of whom there are approximately two hundred. Wheat from Canada enters through the port of Veracruz, but millers in the northern part of the Republic receive wheat brought in by rail through the United States.

Increased Demand for Bread in Recent Years

As a result of the great expansion in Mexican industrialization, attributable to the war and continuing ever since, many thousands of people from the agricultural sections have moved into the industrial cities,

with the prospect of better wages and living conditions. The mainstay of diet for country people is corn flour, ground by hand, from which are made tortillas, a kind of pancake which is a substitute for bread. However, once settled in the cities and receiving better incomes, these people change to bread, and there has therefore been a noteworthy increase in the demand for wheat and flour in the past six years. Mexico

Canada—Wheat being unloaded from a box car, prior to shipment overseas. Mexico is again in the market for Canadian wheat, which is favoured by millers in that country. Purchases since 1941 made by a government agency, which is being replaced by a trading company.

Canadian Pacific Railway Photo.

39359—3½

City, with a population of about two million, consumes about 18 per cent of flour production, the remainder being distributed among the other principal cities and towns.

The 1948-49 wheat crop, harvested during the month of June, is estimated at 450,000 tons, of which about 30 per cent will be used for seeding purposes and the remainder for flour. This amount, however, is not sufficient to meet the food requirements of the country, and hence it is necessary to import annually an additional eight or nine million bushels. Under the International Wheat Agreement, concluded in Washington in March of this year, for the four-year period beginning August 1, 1949, Mexico is pledged to buy six and a quarter million bushels per year from the signatory supply countries, of which Canada has the heaviest commitments, namely, 203,069,635 bushels annually. It is hoped, therefore, that a substantial portion of Mexico's needs will be supplied by Canada and that the two recent purchases are but forerunners of more to follow.

Recovery of Hong Kong Fisheries Aided by Government Marketing

Government-administered Wholesale Marketing Organization replaces middlemen who previously controlled industry —Fishermen and vessels approaching prewar numbers— Large annual catch.

By T. R. G. Fletcher, Assistant Canadian Government Trade Commissioner

HONG KONG, July 8, 1949.—Although the Hong Kong fishing industry and fleet is the largest in the British Colonial Empire, a specific Fisheries Department of the Colony's Government dedicated to the proper development of this primary industry, was not established until after reoccupation by the British in 1945.

The new department's objectives are three-fold—to put the local fisherman on a sounder basis financially; to introduce mechanized power in the fishing fleet (which has always been wind-driven); and to conduct research into all aspects of the industry.

Before the second or third of these purposes could be attempted, necessity compelled attention to the first. It was considered that the main hindrance to progress was the fact that, under the old system, the local fisherman inevitably became hopelessly indebted to the groups of wholesale dealers who controlled the industry and who exploited him unmercifully.

The correction of this situation was made a prime matter, and as a first step, in 1945, the Government replaced these middlemen with the government-administered Wholesale Marketing Organization. This organization provides all the necessary machinery for the collection and transport of produce to a government wholesale market, where it is sold by public auction under the supervision of government officials, to the benefit of producer and consumer alike. The value of this change has already been evident.

Number of Vessels and Fishermen Increasing

Concurrently with those economic reorganizations, went the sorely needed rehabilitation of the industry. Crippling wartime losses of vessels and equipment had to be made good, and thousands of men reattracted to

the occupation. The department helped considerably in the procurement of the essential materials, and the program of rehabilitation was considered largely completed by early 1948. As of April, 1948, there were 5,054 junks of various types and 55,376 fishermen engaged in the industry. This compares favourably with only 26,000 men at reoccupation date, but has not yet reached the 1938 total of 78,000.

The life-blood of the industry is the export trade in salted/dried fish, mainly to China, but also to Chinese communities all over the world. This trade has been largely restored and for the year ending March 31, 1948, about 46 per cent of the landings were exported.

Annual Catch 50,000,000 Pounds

Total landings of fish (including quantities eaten for food by fishermen and their families, and thus not reaching the market) are estimated at 50,000,000 pounds in this same period. While this is still well below prewar figures, it is of interest to note by way of comparison that it is 60 per cent of average Australian landings, and over eight times the average yield of the Colony of Jamaica.

The six principal species of fish taken are mackerel scad, anchovies, lizard fish, golden thread, croaker and yellow croaker, and these make up just over one-half the catch. Of the total catch, 75 per cent is salted/dried.

To date the department has given little attention to its mechanization and research programs, but it now feels it can at last devote time to them.

Exports of Lumber from Malaya Increase

Singapore, July 15, 1949.—(FTS)—Malaya's export trade in lumber continues to show signs of healthy revival despite the numerous difficulties to be overcome in woods operations due to bandit activity as well as the high cost of labour. This has resulted largely from effective co-operation between the Federation of Malaya Government's Forestry Department and the operators. This involves, for example, the establishment of new grading rules, which will undoubtedly increase the appreciation for Malayan woods in traditional markets. It is expected that Malaya's exports of lumber to the United Kingdom during the current year will total 5,000 tons of selected woods as compared with a prewar average of only 200 tons.

Trinidad Ships Bananas to United States Market

Port-of-Spain, August 22, 1949.—(FTS)—Following arrangements made by the Department of Agriculture, the first of a series of trial shipments of bananas has been despatched to New York. Designed to encourage the growing of superior varieties and improved grades, the Department purchases the bananas and grades them, rejects being diverted to the domestic market. At the wharves in Port-of-Spain, $2.40 (B.W.I.) is paid for full count bunches, $1.72 for 8-stemmed bunches, and $1.15 for 7-stemmed. Undersized, bruised, too full, too thin, scarred, ripe, diseased, short-fingered, deformed, short-stemmed or dirty bunches are rejected for export purposes. The prewar banana export trade was killed by the lack of shipping facilities and disease early in the war. Since then a policy of renting gardens at a nominal sum of $1 per acre and a guaranteed price for sales in the domestic market has resulted in a most desirable stimulation of production. If the present series of trial shipments is successful, it is hoped to arrange for a contract with American banana interests.

New High Value Recorded for Australian Overseas Trade

Total for ten months ending April exceeds figure for twelve months 1947-48—Imports increased by 23 per cent and exports by 38·5 per cent—Unfavourable trade balance with dollar countries continues—Costs of living and labour higher —Industrial output and employment figures increased.

By M. R. M. Dale, Assistant Commercial Secretary for Canada

(Editor's Note—This is the second of two articles on economic conditions in Australia, prepared for *Foreign Trade*. One Australian pound equals $3.224 Canadian.)

SYDNEY, July 12, 1949.—Australian overseas trade for the ten months ending April, 1949, has broken the previous annual record of 1947-48, exports being valued at £406 million ($1,299·2 million), and imports at £338 million ($1,081·6 million). Merchandise exports to April, 1949, totalled £446 million ($1,427·2 million) and merchandise imports £339 million ($1,084·8 million).

Comparing the ten months ending April, 1948 and 1949, imports rose in value by 23 per cent, or £63·5 million ($203·2 million), and exports have increased by 38·5 per cent, or £124 million ($396·8 million). These noteworthy advances are chiefly attributable to high prices for primary products.

The excess of exports over imports has resulted in continued substantial increases in London funds. From the end of June until the end of December, 1948, the central bank's gold and balances abroad increased by £95 million ($304 million) to the unprecedented level of £350 million ($1,120 million), and since then they have further increased to £387 million ($1,238·4 million) in April. Prospects of an appreciation of the Australian pound relative to sterling have resulted in considerable influx of oversea capital. In addition, importers have delayed making payments, and oversea traders have been content to leave the proceeds of sales in Australia. There has been no change in the government's decision not to alter the exchange rate, at least until there is a possibility of sterling devaluation relative to the dollar.

Despite a satisfactory overall trade balance, Australia, in common with Great Britain, still has an unfavourable balance of trade with dollar countries. Strict import controls have reduced the deficit in dollar trade to some extent, and for the ten months ending April the trade balance with Canada and the United States was unfavourable to the amount of £7,355,000 ($23,536,000). This improvement was achieved despite the poor wool sales to the United States. Normally exports in the March quarter rise, this being the period of heaviest wool shipments, but the storemen's and packers' strike seriously reduced shipments.

Australian Trade With North America

	10 months ending April, 1948			10 months ending April, 1949		
	Imports '000 f.o.b.	Exports '000 f.o.b.	Balance '000	Imports '000 f.o.b.	Exports '000 f.o.b.	Balance '000
Canada	£ 13,214	3,646	— 9,568	10,505	7,656	— 2,849
	$ 42,285	11,667	— 30,618	33,616	24,499	— 9,117
United States	£ 61,013	28,283	— 32,730	33,534	29,028	— 4,506
	$195,342	90,506	—104,736	107,309	92,890	— 14,419

The Prime Minister has repeatedly stressed the need for Australia to co-operate wholeheartedly with Britain in her attempts to bridge the dollar gap. So far little has been done to increase exports to the dollar area. Both Canada and the United States took less greasy wool, but Canada increased her purchases of scoured and washed wool, tops, noils and waste to £2·54 million ($8,128 million). The disappointing feature was, of course, reduced purchases by the United States on the wool market.

The Prime Minister has stated that further reductions in dollar imports are impossible without causing industrial dislocation and unemployment; there is, however, the possibility of soft-currency imports becoming available.

Costs of Living and Labour Higher

Due to the continued effect of basic wage increases, reflected through such basic industries as steel, coal and timber, consumer prices must continue to increase.

Clothing prices rose 7·2 per cent and food prices 2·6 per cent in the three months ended March 31. In Sydney, clothing cost 124·9 per cent more and food 45·2 per cent more on March 31 than on September 30, 1939. Miscellaneous items—household utensils, fares, fuel, light, recreation and smokes—rose 5·9 per cent in the quarter ended March 31. Because of the increase in the cost of living during the last quarter, the basic wage will be increased in all states, effective from the first pay period in May. The increase in Sydney will be 3s. a week, bringing the basic wage to £6 7s.

A wave of strikes swept the country during the early part of the year, mainly attributable to the rising cost of living. According to union officials, communists have been responsible for most of the stoppages by withdrawing key men and automatically throwing others out of work. Practically every major industry in Sydney has been disrupted by communist-inspired stoppages. Most of them have been in support of the communist campaign launched last year for wage increases, ranging from one pound to thirty shillings a week. The communist-controlled metal trade unions made the highest demand, when they asked for a basic wage of ten pounds per week for 17,000 employees. Among these groups that were on strike were firemen, meat employees, engine drivers, miners and metal workers.

The Minister for Labour recently stated that Australian secondary industries lost from 348,000 to 349,000 man-days because of strikes in the year ended March 31 last.

Immigration Rate High

Eleven thousand three hundred and forty-three (11,343) displaced person migrants from Europe are now working in Australia. Two thousand five hundred (2,500) more were in reception camps. This year's schedule of sailing provided for 43,667 assisted migrants from Britain as compared with 31,950 last year. Arrivals from Europe between March and July this year would total 33,950.

Following an inspection of New South Wales transport by British traffic experts, the government is considering a recommendation to replace all of Sydney's trams with buses. There is no indication yet as to whether the proposal will be accepted.

The Prime Minister recently announced that it will be about two and a half years before television is operating in Australia. Initial responsibility for its development will rest with the Australian Broadcasting Commission, and no consideration is being given private organizations at present.

Industrial Development Satisfactory

Output of Australian factories in 1947-48 was valued at £1,209,-950,872 as compared with £1,011,026,206 in 1946-47. This increase of £198,924,666 constitutes a record. Production in 1938-39 was valued at £500,419,977.

There were 37,377 factories in operation in 1947-48 as against 34,768 in 1946-47 and 26,941 in 1938-39. Employment totalled 848,634 as compared with 804,929 in 1946-47 and 565,106 in 1938-39. Salaries and wages paid amounted to £285,778,076 (£237,173,766 in 1946-47 and £106,743,062 in 1938-39). Value of plant, machinery, land and buildings was £424,-807,318 (£382,844,875 in 1946-47 and £274,582,541 in 1938-39).

The Prime Minister recently stated that Australia's economy was gaining ground, but there were signs that the movement for industrial expansion was being pushed too far and too fast in some quarters. Two strong forces dominated present trends in the Australian economy: the high level of export income and the continued vigorous expansion of manufacturing industry. The effect of those factors is apparent in a rapid rise in national income, intense demand for goods and the means to produce them, and a strong upward pressure on prices and costs. High export incomes meant that primary industry had a chance to consolidate its position against adversities. That chance could be wasted if present high returns were unwisely spent or if production costs and land values were allowed to rise excessively. In the opinion of the Prime Minister, the onus rested on individual producers.

Similarly, the present industrial expansion could give Australia industries which it vitally needed, provide wider and more varied fields for employment, and render Australia less dependent on the outside world if conditions should turn against it. But, if the movement was pushed too far and too fast, costs would be forced up, and sound and unsound ventures alike would suffer. Competitive bidding for labour and scarce materials had already caused an unhealthy increase in costs for some industries. The national problem was one of demand and supply. Spending must be firmly restrained, and there must be all-round efforts to step up production per man-hour.

The Joint Coal Board planned to increase coal production by 50 per cent in the next three years. The Railways Department also planned to use fast trains to transport coal to Sydney for export to other states. The Board planned for an overall increase of 6,600,000 tons of coal a year to the end of 1952, exclusive of open-cut production. By that time it is hoped that there will be an increase in daily production of 27,650 tons. (The present total daily production is 56,000 tons). This additional output would result from the use of machinery by some of the major companies and from the opening of new mines.

Housing Construction Up 75 Per Cent

Australian building values rose by nearly 75 per cent in 1948. The total value of all new buildings completed during the year was £76,661,000 as compared with £52,511,000 in 1947 and £31,517,000 in 1946. The bulk of the increase has been in the value of new houses, which rose from £25,652,000 in 1946 to £64,319,000 in 1948. The value of other new buildings increased from £5,865,000 in 1946 to £12,342,000 in 1948. The number of new houses completed each year has increased from 24,719 in 1946 to 48,370 in 1948. In the December quarter of 1948 the number of houses completed (14,687) exceeded the number started (14,588) for the

Australia—Sydney, largest city in Australia, with a population of 1,337,000. Overseas trade for the ten months ending April, 1949, established a new record, exports being valued at £406 million ($1,299·2 million), and imports at £338 million ($1,427·2 million).

first time since before the war, and by December the number under construction had declined from a peak of 48,659 in September, 1948, to 48,300. The number of persons employed in building increased from 34,669 in September, 1945, to 93,714 in December, 1948.

During the past months, Sydney electricity generating stations have been unable to supply sufficient power to meet local demand, due to plant difficulties and inadequate and poor-quality coal supplies. This has brought about disruption in industry and general public inconvenience. Production losses have resulted, and black-outs were daily occurrences in most districts.

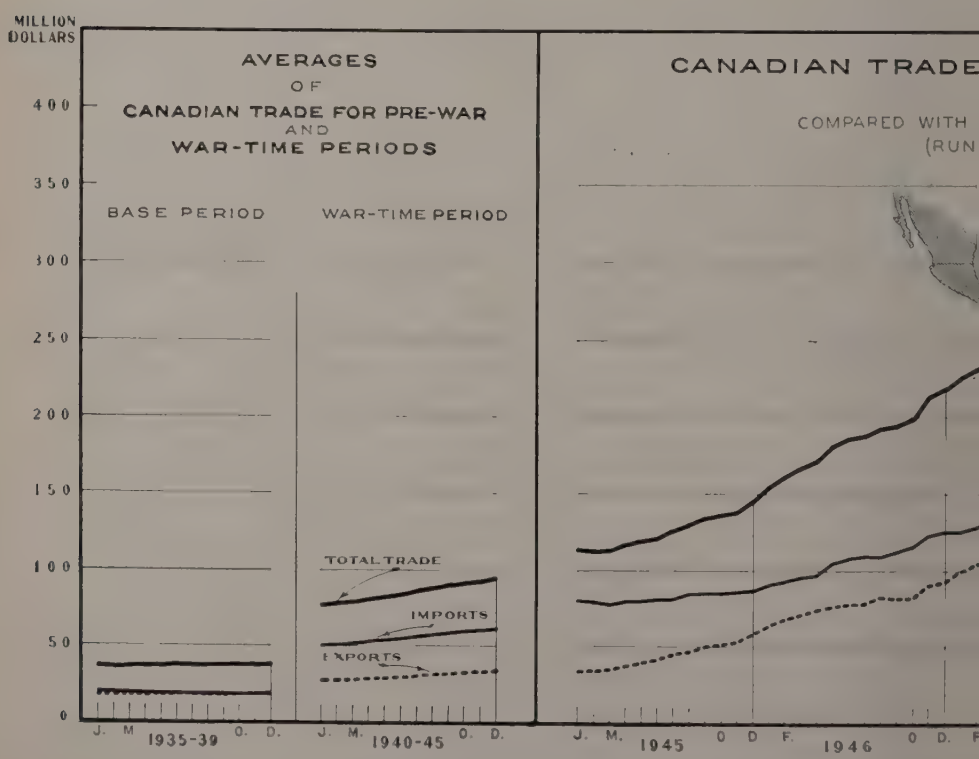
Many new industries being considered during the first quarter of the current year include a proposal by Insulated Wires Australia Pty. Ltd. to undertake the manufacture of enamelled wires in Australia. The first titanium pigments factory was opened in Tasmania by Australian Titan Products Pty. Ltd., a subsidiary of British Titan. The initial output would be five tons a day, but it is hoped to increase this to seven tons a day by next year. Venus Pencil Co. Ltd. of London has opened a branch in Australia. Western Steel Enterprises Ltd. was formed to establish a steel industry in Western Australia. The Western Australian Government has acquired deep-drilling equipment and has arranged for a team, including Canadian experts, to deep-drill the field. The Carnation Milk Corporation has completed arrangements for the purchase of a plant in Victoria.

CANADIAN TRADE

Canadian Exports

Country	Twelve Months ended May					
	Average 1935-39		1948		1949	
	Value $'000	Per cent	Value $'000	Per cent	Value $'000	Per cent
Argentina	4,610	25·9	25,376	20·6	9,574	7·7
Bolivia	117	0·7	677	0·6	1,233	1·0
Brazil	3,725	20·9	30,588	24·9	27,693	22·3
Chile	795	4·5	3,681	3·0	4,760	3·8
Colombia	1,168	6·6	9,200	7·5	8,078	6·5
Costa Rica	92	0·5	1,285	1·0	1,545	1·2
Cuba	1,382	7·8	9,063	7·4	12,618	10·2
Dominican Republic	192	1·1	2,113	1·7	2,266	1·8
Ecuador	105	0·6	1,039	0·8	1,680	1·4
El Salvador	64	0·4	790	0·6	999	0·8
Guatemala	114	0·6	1,285	1·0	1,413	1·1
Haiti	145	0·8	1,227	1·0	1,536	1·2
Honduras	148	0·8	563	0·5	730	0·6
Mexico	2,490	14·0	14,144	11·5	14,233	11·5
Nicaragua	66	0·4	553	0·4	735	0·6
Panama	313	1·8	1,979	1·6	9,899	8·0
Paraguay	8	[1]	116	0·1	371	0·3
Peru	1,001	5·6	2,516	2·0	3,184	2·6
Uruguay	314	1·8	3,558	2·9	4,061	3·3
Venezuela	975	5·5	13,239	10·8	17,313	14·0
Total	17,827	100·0	122,992	100·0	123,920	100·0

[1] Less than one-tenth of one per cent.



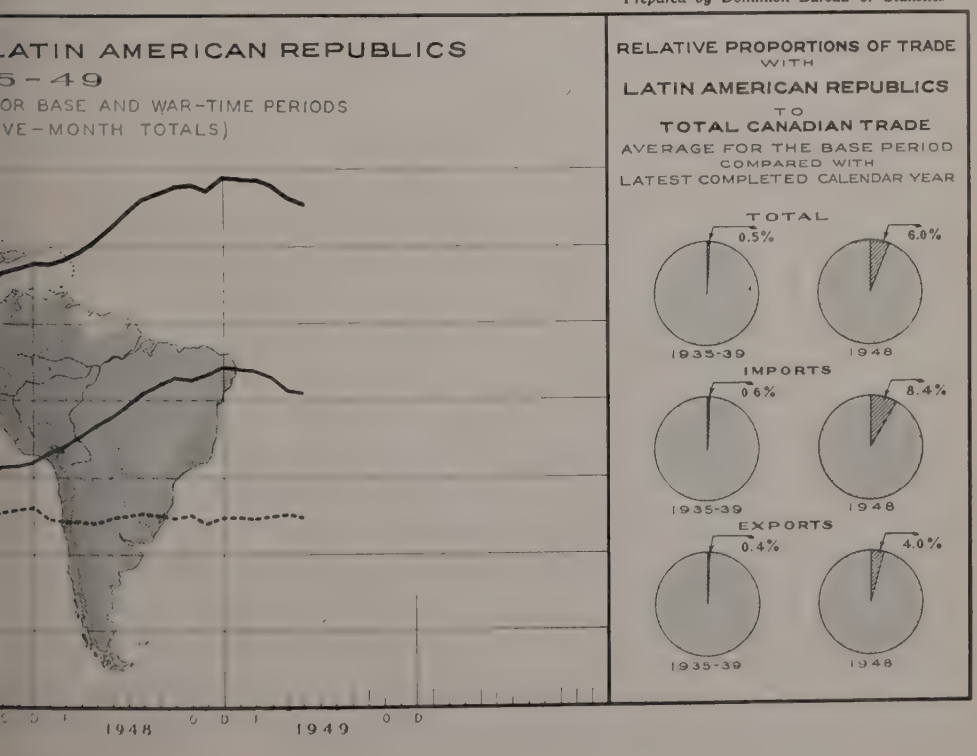
'H LATIN AMERICA

Canadian Imports

Country	Twelve Months ended May					
	Average 1935-39		1948		1949	
	Value $'000	Per cent	Value $'000	Per cent	Value $'000	Per cent
Argentina	5,138	27·9	13,107	6·9	2,738	1·3
Bolivia	26	0·1	Nil	.....	37	[1]
Brazil	842	4·6	17,078	9·0	20,382	10·0
Chile	98	0·5	349	0·2	484	0·2
Colombia	5,149	28·0	7,628	4·0	9,280	4·5
Costa Rica	64	0·3	1,866	1·0	2,579	1·3
Cuba	519	2·8	26,724	14·1	17,458	8·5
Dominican Republic	96	0·5	11,145	5·9	15,510	7·6
Ecuador	43	0·2	277	0·1	972	0·5
El Salvador	13	0·1	915	0·5	984	0·5
Guatemala	45	0·2	9,390	5·0	6,321	3·1
Haiti	65	0·4	231	0·1	372	0·2
Honduras	55	0·3	4,640	2·5	6,578	3·2
Mexico	682	3·7	27,520	14·5	18,509	9·1
Nicaragua	[2]	[1]	192	0·1	96	[1]
Panama	30	0·2	1,530	0·8	1,946	1·0
Paraguay	53	0·3	237	0·1	144	0·1
Peru	3,881	21·0	243	0·1	3,157	1·5
Uruguay	159	0·9	414	0·2	700	0·3
Venezuela	1,440	7·8	65,809	34·8	96,074	47·0
Total	18,398	100·0	189,296	100·0	204,324	100·0

[1] Less than one-tenth of one per cent. [2] Less than $1,000.

Prepared by Dominion Bureau of Statistics



Norway Considers Ten-Year Plan For Cultivation of New Land

Scheme concerns 40,000 acres of land on northwest coast, in Romsdalen area—Under "Hustad" plan, large farms to be created, using North American production methods—Estimated 20,000 acres of new land would come under plough in ten years, instead of 200 by present methods of cultivation.

By S. G. MacDonald, Commercial Secretary for Canada

OSLO, July 13, 1949.—(FTS)—Plans are being considered for the cultivation of 40,000 acres of new land on the northwest coast of Norway, in the Romsdalen area, as it is recognized that small farming is no longer practicable in this country, nor economically beneficial. Under the "Hustad" plan, large farms will be created, a number being established over a short period. It is estimated that 20,000 acres of new land would be laid under the plough in ten years, instead of two hundred years by present methods of cultivation. This project would increase the ability of Norway to assist in meeting the demand for agricultural products, and is being followed with interest by the Economic Co-operation Administration mission here.

Cultivation of the first area, totalling some 400 acres, is expected to cost less than 1,500 kroner per acre, or about one half of the expenditure by present methods. Considerable elasticity of the normal labour law for hours of work of agriculturalists, as well as the making of certain special arrangements, would be necessary, since utilization of the very long periods of daylight during the spring and summer months in the Romsdalen area is essential.

A new ditching machine, working one meter of ditch per minute would be used in three shifts, and two bulldozers and a digging machine

Norway—Oslo, the capital, indicating at centre the location of office of Canadian Trade Commissioner Service.

have also been procured. A "Tournadozer", or bulldozer on wheels, to be obtained later from the United States, will be used. The interest of the E.C.A. Mission in this project is understood to have been largely instrumental in the procurement of equipment to carry out these plans.

Modernized Houses in Larger Units Planned

Large-scale farming methods, similar to those in use in North America, are to be attempted in the Romsdalen area, with machines replacing spades. Modernized houses in larger units are to be erected, rather than the small individual units, which require both more manpower and time.

The test field will require 200-km. ditches, in addition to many small channels, and the initial area is to be used as a "school example" for the entire country. If the equipment can be made available, between 4,000 and 6,000 acres of new land is expected to be broken and seeded yearly.

The plans were initially proposed in 1945 and, while progress was slow, a company known as Hustad Bruk A/s was incorporated on February 28, 1948, as an inter-municipal company supported by the Norwegian state. In October, 1948, two subsidiary firms, Hustad Jord A/s (Hustad Earth Ltd.) and Hustad Kalk og Marmor A/s (Hustad Lime and Marble Ltd.) were registered. The first is named the "farm-producing company", and the second will use the products from Marble Mountain at Hustad and Fraena, both of which are situated on the border of the Romsdalen area, and from which unlimited tonnage of agricultural lime can be procured. First production from this area was expected to be delivered to the cultivation area before the end of last July. Chips, lime and limestone for industry, as well as agricultural lime and slate in plates will be produced from Marble Mountain. Oslo firms are taking the lead in this work, and skilled workers are available in the area.

Present Romsdalen Wheat Harvest High

Corn, wheat and milk are expected to be the most important products of these big new farms. The present wheat harvest in this district varies from 50 to 60 bushels per acre, with the hay yield ranging as high as $7\frac{1}{2}$ tons per acre. This large harvest is due to the proximity of the Gulf Stream, and to the long hours of sunlight.

This area of the Romsdalen peninsula lies southwest of the towns of Molde and Kristiansund N, a district hitherto considered to be one of the poorest in the country, mainly because of the use of primitive methods of cultivation and the very small holdings of farm owners. Utilization of these large-scale production methods is expected to change this situation greatly, and to make the area one of the most important grain producers in the country.

Plans and projects of the organizations involved, as well as those of the Department of Agriculture, do not appear to be greatly advanced beyond the "drawing board" stage, and are rather optimistic. However, there is little doubt that the project offers important possibilities in meeting the deficiencies in local food production.

CANADA PRODUCES

Illustrated brochure, prepared for distribution at the British Industries Fair, in 1949, is obtainable for 25 cents a copy from the King's Printer, Government Printing Bureau, Ottawa.

Canada Contributes Largely to Commonwealth Gift Centre

More than 125 million pounds of food received from Commonwealth countries and the United States between December, 1945, and December, 1948—Canada contributed two pounds of food per capita of population.

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, August 10, 1949.—Between December, 1945, and December, 1948, more than 125 million pounds of food in bulk have been received from Commonwealth countries and the United States by the Commonwealth Gift Centre, established in London in 1945 to facilitate the distribution of overseas gifts of food to deserving recipients. In addition, 66 million parcels were received through the post by individuals from 1940 to 1948 inclusive, the total value of the gifts during these years being estimated at over £60 million.

The Centre allocated 70 per cent of the foodstuffs to local authorities for distribution among the needy, and the remainder to 1,900 hospitals and 2,500 charitable institutions.

The Centre reports that Canadian churches, the Canadian Red Cross Society, the Imperial Order Daughters of the Empire, Rotary and Kinsmen Clubs have been the most important organizers of gift-food schemes, which have resulted in a total of nearly 55 million pounds of food in bulk being sent to Britain between 1945 and 1948. In addition, no fewer than 54 million pounds of food have been received in individual gift parcels. In all, Canada has contributed 2 pounds of food per head of her population. In 1947 the Ontario Flood Relief Committee (which incidentally paid all its own freight and warehousing charges) sent clothing to the value of $1,200,000 besides food worth $164,000. The total volume of food is so great that the United Emergency Fund for Britain has been set up in Canada to assist all the contributory organizations and to help in the distribution of food in this country. This does not mean that the smaller organizations will lose their identity, but that the value of their work will be increased.

Other Countries Participated

Since 1945 New Zealand has sent to Britain food gifts of more than 20 million pounds, equivalent to 13⅓ pounds for each person in that Dominion. One method of achieving this total was through the collection of fats rendered down in domestic cooking.

Since 1945 Australia has sent over 40 million pounds of food in bulk for distribution by local authorities to the poor and aged and more than 9 million pounds in food parcels.

Most of the food given in bulk by South Africa (9 million pounds) was sent to nominated towns.

Food in bulk has been received from the United States to the value of $2½ million and more than 10 million post parcels have been received through the Post Office. One of the biggest contributors is the Co-operative for American Remittances to Europe Incorporated, a non-profit organization which has also sent $30 million worth of food to Europe and Asia.

Trade Commissioners on Tour

CANADIAN Trade Commissioners return periodically from their posts in foreign lands to familiarize themselves with conditions in this country and the special requirements of the commercial community. They are in a position to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, and to discuss the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following offices in the areas concerned:

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brantford—Board of Trade.
Calgary—Board of Trade.
Charlottetown—Board of Trade.
Edmonton—Canadian Manufacturers' Association.
Fredericton—Chamber of Commerce.
Galt—Board of Trade.
Goderich—Board of Trade.
Granby—Chamber of Commerce.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kingston—Chamber of Commerce.
Kitchener—Chamber of Commerce.
London—Chamber of Commerce.
Moncton—Board of Trade.
Montreal—Montreal Board of Trade.
Niagara Falls—Chamber of Commerce
Pembroke—Chamber of Commerce.
Quebec City—Board of Trade.
Regina—Chamber of Commerce.
Saint John—Board of Trade.
Sarnia—Chamber of Commerce.
Saskatoon—Board of Trade.
Sherbrooke—Chamber of Commerce.
St. Catharines—Chamber of Commerce.
St. John's—Department of Trade and Commerce, Stott Building.
Stratford—Board of Trade.
Toronto—Canadian Manufacturers' Association.
Vancouver—Department of Trade and Commerce, 355 Burrard Street.
Victoria—Department of Trade and Industry.
Welland—Board of Trade.
Windsor—Chamber of Commerce.
Winnipeg—Canadian Manufacturers' Association.
Woodstock—Board of Trade.

E. H. Maguire Returns from Chile on Tour

E. H. Maguire

EDWARD HENRY MAGUIRE, Commercial Secretary for Canada in Santiago, Chile, has returned home on leave and will make a tour of Canada, discussing with businessmen trade conditions in Bolivia and Chile. Born in Vancouver in 1914, Mr. Maguire received his early education in that city and graduated in 1937 from the University of British Columbia with a B.A. degree. He served with the Royal Navy and Royal Canadian Navy from 1940 to 1945, when he joined the Canadian Trade Commissioner Service. Posted to Buenos Aires as Assistant Trade Commissioner in 1945, he was transferred to Santiago as Assistant Commercial Secretary in 1947. Mr. Maguire was named Acting Commercial Secretary in 1948 and was appointed Commercial Secretary in 1949.

Vancouver, Victoria—October 3-14.
Winnipeg—October 17.
Toronto—October 19-November 2.
Guelph—November 3.
Kitchener—November 4.
Hamilton—November 7.
St. Catharines—November 8.
Welland, Niagara Falls—November 9.
Brantford—November 10.
London—November 11.
Windsor—November 14.
Sarnia—November 15.
Kingston, Gananoque—November 17.
Montreal—November 18-December 1.
Quebec City—December 2.
Saint John—December 5.
Ottawa—December 7-14.

L. H. AUSMAN, Canadian Government Trade Commissioner in Leopoldville, has returned home on leave, and is now touring Canada from coast to coast, to meet businessmen interested in trading with the Belgian Congo, Angola and French Equatorial Africa.

Toronto—September 1-17.
Guelph-Kitchener—September 19.
Galt-Brantford—September 20.
Hamilton—September 21-22.
St. Catharines-Welland—September 23.
Woodstock-London—September 24.
Windsor-Walkerville—September 26.
Oshawa-Kingston—September 28.
Gananoque-Brockville—September 29.
Saint John—October 4-5.
Halifax—October 7-29.
Quebec City—October 12.
Montreal—October 13-29.
Ottawa—October 13-November 1.
Calgary—November 7-29.
Vancouver-Victoria—November 9-17.
Swift Current—November 19.
Winnipeg—November 21.

C. J. VAN TIGHEM, Commercial Secretary for Canada in Lima, Peru, has returned home on leave and is touring Canada, discussing with businessmen the further development of trade with Peru and Ecuador. On conclusion of his stay in Canada, Mr. Van Tighem will proceed to São Paulo, Brazil, as Canadian Government Trade Commissioner, succeeding Mr. J. C. Depocas in that post.

Calgary—September 15.
Vancouver, Victoria—September 19-24.
Winnipeg—October 17.
Windsor—October 21.
London—October 24.
Goderich, Kincardine—October 25.
Kitchener, Waterloo—October 26.
Elora, Fergus—October 27.
Galt—October 28.
Stratford—October 29.
Brantford—October 31.
Woodstock—November 2.
Hamilton—November 3-4.
Niagara Falls—November 5.
St. Catharines—November 7.
Welland—November 8.
Toronto—November 9-19.
Batawa, Deseronto—November 21.
Kingston, Brockville—November 22.
Ottawa—November 22-23.
Pembroke, Douglas—November 24.
New York City—November 27.

L. S. GLASS, Canadian Government Trade Commissioner in Lisbon, Portugal, has returned home on leave, and is touring Canada, discussing with businessmen in many of the leading centres trade conditions in Portugal, Spain and other areas in his territory, such as the Azores, Madeira, Spanish Morocco, the Canary Islands and Gibraltar.

Toronto—October 3-15.
Hamilton—October 17.
Niagara Falls—October 18.
St. Catharines-Welland—October 19.
Brantford—October 20.
Kitchener—October 21.
Montreal—October 24-November 8.
Ottawa—November 10.

FREDERICK H. PALMER, who has returned from Stockholm, Sweden, where he was Commercial Counsellor for Canada and Charge d'Affaires at the Canadian Legation, is now on tour in this country, prior to his departure next November for Manila, in the Philippine Islands, to open a new office for the Canadian Trade Commissioner Service.

Kitchener—September 16-17.
London—September 19.
Windsor—September 20-21.
Welland-St. Catharines—September 22.
Toronto—September 23-October 5.
Ottawa—October 6-8.
Winnipeg—October 11.
Edmonton—October 13.
Vancouver-Victoria—October 18-29.

HOWARD W. RICHARDSON, Canadian Government Trade Commissioner in Bogotá, Colombia, has returned home on leave. He is making a tour of Canada, discussing trade conditions in Colombia, Panama and the Canal Zone with businessmen interested in that territory.

Edmonton—September 12.
Winnipeg—September 14.
Windsor-Walkerville—September 16-17.
London—September 19.
Brantford—September 20.
Welland-Niagara Falls—September 21.
St. Catharines-Merriton—September 22.
Hamilton—September 23-26.
Fergus-Elora-Guelph—September 27.
Preston-Galt—September 28.
Kitchener-Waterloo—September 29.
Sarnia-Wallaceburg—September 30.

C. M. CROFT, Commercial Counsellor for Canada in Sydney, Australia, has returned home on leave, and is now touring Canada, visiting businessmen interested in trading with Australia.

Toronto—September 2-16.
St. Catharines, Welland—September 19-20.
Hamilton—September 21-22.
London—September 23-24.
Windsor—September 26-27.
Toronto—September 28.
Ottawa—September 29-30.
Winnipeg—October 3-4.
Vancouver-Victoria—October 11-20.

Trade and Tariff Regulations

British Honduras to Consider Imports of Foodstuffs

Kingston, August 23, 1949.—(FTS)—Importers in British Honduras were notified by the Controller of Imports on July 30 that during the period of the "Dollar Standstill" consideration would be given to the issuance of import permits for foodstuffs not readily obtainable from soft-currency sources such as: Flour, R.K. beans, pink beans, corned beef, Vienna sausage, potted meat, sardines, pig tails, snouts, riblets, mess pork, fat back, salted beef, onions, potatoes, evaporated milk, infants' foods and fresh vegetables when recommended by the Director of Agriculture; vegetable seeds recommended by the Director of Agriculture; animal feed recommended by the Veterinary Officer; medical supplies unobtainable from the United Kingdom and recommended by the Senior Medical Officer; dental supplies unobtainable from the United Kingdom; veterinary medicines unobtainable from the United Kingdom; absolutely essential spare parts for motor vehicles and machinery.

Individual Export Permits No Longer Required for Certain Items

Effective September 1, 1949, individual export permits were no longer required for shipments of the following items to countries known as area destinations: Foodstuffs, other than those included in the list of items under export control; furs; hides and skins; leather and leather manufactures; wearing apparel; textile yard goods, except nylon and jute; paper and paper products, except building boards; agricultural implements, machinery and tools, excluding tractors; business machines, including typewriters, adding machines, cash registers, bookkeeping machines, calculating machines, duplicating equipment; stoves and cooking equipment; refrigerators; washing machines; vacuum cleaners; floor polishers; toasters; waffle irons; sad irons; food choppers and mixers; lamps and lanterns; needles; sporting goods; penicillin; streptomycin; passenger automobiles; pens and pencils; wines, alcoholic beverages; hand tools.

The Export Permit Branch has issued permit SPL-1597 to the Department of Customs and Excise, under which all shipments of these items may be made.

Fodder Produced from Herring Sizing

Oslo, July 14, 1949.—(FTS)—Fodder has been produced from herring sizing, a by-product obtained in the herring oil factories of Norway. About ten tons of herring sizing, which contain valuable vitamins in the "B" group, are run off into the sea per hour from an average herring oil factory, and between 20 and 25 tons from a large factory in Haugesund. This product can replace yeast and partly dried milk.

Ocean-Going Sailing Schedules

Information contained in the following list of sailings is furnished by the steamship companies and agents concerned. This is the latest available, and is subject to change after *Foreign Trade* has gone to press.

The loading date and name of ship are not indicated in some instances, as information available is not sufficiently definite to mention the ship concerned. Exporters should seek further details from the operator or agent mentioned.

Ships loading within ten days of the publication date of this issue are not included.

DEPARTURES FROM MONTREAL

* Calls at Quebec. † Calls at Halifax several days later.
(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Aden—			
Port Aden	September 15–21	*Mentor*	Cunard Donaldson
	October 5–10	*Roepat*	Cunard Donaldson
Africa-South and East—			
Cape Town	September 22	*Thorsisle*	Kerr Steamships
Port Elizabeth	September 25	*Catrine*	Shipping Limited
East London	October 3–13	*Cargill*	Elder Dempster
Durban	October 20–23	*Langfonn*	Shipping Limited
	October 22	*Thorstrand*	Kerr Steamships
	November 1–12	*Cabano*	Elder Dempster
Beira	October 3–13	*Cargill*	Elder Dempster
	November 1–12	*Cabano*	Elder Dempster
Lourenço Marques, Beira, Mombasa	September 22	*Thorsisle*	Kerr Steamships
	October 22	*Thorstrand*	Kerr Steamships
Lourenço Marques	September 25	*Catrine*	Shipping Limited
	October 20–23	*Langfonn*	Shipping Limited
	November 1–12	*Cabano*	Elder Dempster
Argentina—			
Buenos Aires	September 23	*Mormacisle*	Montreal Shipping
	Sept. 27–Oct. 1	*Bowmonte*	Cunard Donaldson
Australia—			
Brisbane, Sydney, Geelong, Melbourne, Adelaide	September 23–27	*Port Halifax*	Montreal Australia New Zealand Line
Brazil—			
São Salvador, Rio de Janeiro, Santos	September 23	*Mormacisle*	Montreal Shipping
Rio de Janeiro, Santos	Sept. 27–Oct. 1	*Bowmonte*	Cunard Donaldson

DEPARTURES FROM MONTREAL—Continued

Destination	Loading Date	Vessel	Operator or Agent
Belgium— Antwerp	September 21	*Beaverdell* (r)	Canadian Pacific
	September 22–26	*Rouen*	Furness Withy
	September 24	*Hada County*	Canada Steamships
	September 27	*Prins Willem Van Oranje*	Shipping Limited
	September 27	*Ornefjell*	Brock Shipping
	Sept. 27–Oct. 5	*Mont Alta*	Montreal Shipping
	October 1–6	*Beckenham*	Cunard Donaldson
	October 2–8	*Mont Alta*	Montreal Shipping
	October 5	*Grey County*	Canada Steamships
	October 6–10	*Erland*	Swedish American
	October 9	*Beaverlake* (r)	Canadian Pacific
	October 14–20	*Saint Malo*	Furness Withy
	October 20	*Brant County*	Canada Steamships
	Oct. 27–Nov. 1	*Polykarp*	Swedish American
Ceylon— Colombo	September 20	*City of Doncaster*	McLean Kennedy
	October 15	*Trelissick*	McLean Kennedy
	November 15	*City of Carlisle*	McLean Kennedy
Colombia— Barranquilla	September 15–21	†*Vigor*	Swedish American
Denmark— Copenhagen	October 6–10	*Erland*	Swedish American
	Oct. 27–Nov. 1	*Polykarp*	Swedish American
Egypt— Alexandria, Port Said, Suez	September 15–21	*Mentor*	Cunard Donaldson
	October 5–10	*Roepat*	Cunard Donaldson
Finland— Helsinki	October 6–10	*Erland*	Swedish American
France— Le Havre	September 22–26	*Rouen*	Furness Withy
	September 24	*Hada County*	Canada Steamships
	September 27	*Prins Willem Van Oranje*	Shipping Limited
	October 5	*Grey County*	Canada Steamships
	October 6–10	*Erland*	Swedish American
	October 14–20	*Saint Malo*	Furness Withy
	October 20	*Brant County*	Canada Steamships
	Oct. 27–Nov. 1	*Polykarp*	Swedish American
French Indo-China— Saigon	October 1–5	*Steel Vendor*	Isthmian Steamships
Germany— Hamburg	September 27	*Prins Willem Van Oranje*	Shipping Limited
	Sept. 27–Oct. 5	*Mont Alta*	Montreal Shipping
	October 1–6	*Beckenham*	Cunard Donaldson
	October 2–8	*Mont Alta*	Montreal Shipping
	October 6–10	*Erland*	Swedish American
	Oct. 27–Nov. 1	*Polykarp*	Swedish American
Hong Kong	October 1–5	*Steel Vendor*	Isthmian Steamships
	October 15	*City of Coventry*	McLean Kennedy
	Oct. 28–Nov. 1	*Menestheus*	Cunard Donaldson
India and Pakistan— Karachi, Bombay, Madras, Calcutta, Cochin	September 20	*City of Doncaster*	McLean Kennedy
	September 20–25	*Rockside*	March Shipping
	October 15	*Trelissick*	McLean Kennedy
	November 15	*City of Carlisle*	McLean Kennedy
Indonesia— Batavia, Samarang, Soerabaya, Cheribon	September 15–21	*Mentor*	Cunard Donaldson
	October 5–10	*Roepat*	Cunard Donaldson
Belawan-Deli	September 15–21	*Mentor*	Cunard Donaldson
Batavia, Belawan-Deli	October 1–5	*Steel Vendor*	Isthmian Steamships

Destination	Loading Date	Vessel	Operator or Agent
Ireland—			
Dublin	September 24–28	*Torr Head*	McLean Kennedy
Dublin, Cork	September 25	*Irish Cedar*	Shipping Limited
Italy—			
Genoa, Naples	September 20–27	*Mont Clair*	Montreal Shipping
Malaya—			
Penang	September 15–21	*Mentor*	Cunard Donaldson
Port Swettenham	October 1–5	*Steel Vendor*	Isthmian Steamships
	October 5–10	*Rocpat*	Cunard Donaldson
Mediterranean—			
Central and Western Areas	September 20–27	*Mont Clair*	Montreal Shipping
Netherlands—	September 24	*Hada County*	Canada Steamships
	September 27	*Ornefjell*	Brock Shipping
	September 27	*Prins Willem Van Oranje*	Shipping Limited
Amsterdam, Rotterdam	Sept. 27–Oct. 5	*Mont Alta*	Montreal Shipping
	October 1–6	*Beckenham*	Cunard Donaldson
	October 2–8	*Mont Alta*	Montreal Shipping
	October 5	*Grey County*	Canada Steamships
	October 6–10	*Erland*	Swedish American
	October 20	*Brant County*	Canada Steamships
	Oct. 27–Nov. 1	*Polykarp*	Swedish American
Netherlands Antilles—			
Willemstad	September 15–21	†*Vigor*	Swedish American
Curaçao, Aruba	September 21–22	*†*Sundial*	Saguenay Terminals
New Zealand—			
Auckland, Napier, Wellington, Lyttelton, Dunedin	September 24–28	*Port Lyttelton*	Montreal Australia New Zealand Line
Northern Ireland—			
Belfast	September 20–24	*Ramore Head*	McLean Kennedy
	September 27–30	*Fanad Head*	McLean Kennedy
Norway—			
Oslo	September 25	*Topdalsfjord*	Kerr Steamships
Kristiansand	September 28	*Ternefjell*	Brock Shipping
Stavanger	October 6–10	*Erland*	Swedish American
Bergen	Oct. 27–Nov. 1	*Polykarp*	Swedish American
Trondheim	September 25	*Topdalsjfjord*	Kerr Steamships
Philippines—			
Manila, Cebu	Oct. 28–Nov. 1	*Menestheus*	Cunard Donaldson
Manila	October 1–5	*Steel Vendor*	Isthmian Steamships
	October 15	*City of Coventry*	McLean Kennedy
Poland—			
Gdynia	October 6–10	*Erland*	Swedish American
Gdansk	Oct. 27–Nov. 1	*Polykarp*	Swedish American
Puerto Rico—			
San Juan	September 15–21	†*Vigor*	Swedish American
	September 21–22	*†*Sundial*	Saguenay Terminals
Siam—			
Bangkok	October 1–5	*Steel Vendor*	Isthmian Steamships

DEPARTURES FROM MONTREAL—Continued

Destination	Loading Date	Vessel	Operator or Agent
Singapore	September 15–21	*Mentor*	Cunard Donaldson
	October 1–5	*Steel Vendor*	Isthmian Steamships
	October 5–10	*Roepat*	Cunard Donaldson
	October 15	*City of Coventry*	McLean Kennedy
Sweden—			
Gothenburg, Malmo, Norrkoping, Stockholm	October 6–10	*Erland*	Swedish American
	Oct. 27–Nov. 1	*Polykarp*	Swedish American
United Kingdom—			
Avonmouth, Swansea	September 21–24	*Dorelian* (r)	Cunard Donaldson
	September 21–26	*Brazilian Prince*	Furness Withy
	Sept. 28–Oct. 4	*Norwegian*	Cunard Donaldson
	October 10–15	*Montreal City*	Furness Withy
	October 12–19	*Delilian* (r)	Cunard Donaldson
	Oct. 28–Nov. 4	*Dorelian* (r)	Cunard Donaldson
Glasgow	September 18–25	*Lismoria* (r)	Cunard Donaldson
	October 2–8	*Salacia* (r)	Cunard Donaldson
	October 9–16	*Laurentia* (r)	Cunard Donaldson
	October 23–30	*Lismoria* (r)	Cunard Donaldson
Hull	October 4–7	*Bassano* (r)	McLean Kennedy
	October 13–16	*Consuelo* (r)	McLean Kennedy
Leith, Newcastle	Sept. 28–Oct. 3	*Cairnesk*	Furness Withy
	October 7–12	*Cairnvalona*	Furness Withy
Liverpool	September 15–22	*Seaboard Trader*	March Shipping
	September 18–24	*Arabia* (r)	Cunard Donaldson
	September 20–24	*Ramore Head*	McLean Kennedy
	September 24–28	*Torr Head*	McLean Kennedy
	September 27–30	*Fanad Head*	McLean Kennedy
	September 29	*Beaverford*	Canadian Pacific
	September 30	*Empress of Canada* (r)	Canadian Pacific
	October 6–10	*Ascania* (r)	Cunard Donaldson
	October 6–13	*Valacia* (r)	Cunard Donaldson
	October 7	*Empress of France* (r)	Canadian Pacific
	October 10	*Beaverburn*	Canadian Pacific
	October 21	*Empress of Canada* (r)	Canadian Pacific
	October 24–31	*Arabia* (r)	Cunard Donaldson
	October 28	*Empress of France* (r)	Canadian Pacific
London	September 20–26	*Fort Cadotte*	Cunard Donaldson
	September 21	*Beaverdell* (r)	Canadian Pacific
	September 27	*Ornefjell*	Brock Shipping
	October 1–10	*Seaboard Queen*	March Shipping
	October 2	**Beavercove* (r)	Canadian Pacific
	October 5–10	*Vandalia*	Cunard Donaldson
	October 9	*Beaverlake* (r)	Canadian Pacific
	October 10–17	*Asia* (r)	Cunard Donaldson
	October 18–24	*Hillcrest Park*	Cunard Donaldson
	October 19	**Beaverglen* (r)	Canadian Pacific
	October 27	*Beaverdell* (r)	Canadian Pacific
Manchester	September 21–24	*Manchester City* (r)	Furness Withy
	Sept. 28–Oct. 1	*Manchester Regiment* (r)	Furness Withy
	October 5–8	*Manchester Progress* (r)	Furness Withy
	October 12–15	*Manchester Shipper* (r)	Furness Withy
Uruguay—			
Montevideo	September 23	*Mormacsisle*	Montreal Shipping
	Sept. 27–Oct. 1	*Bowmonte*	Cunard Donaldson
Venezuela—			
Puerto Cabello, La Guaria, Maracaibo	September 15–21	*†Vigor*	Swedish American
	September 21–22	**†Sundial*	Saguenay Terminals
Las Piedras	September 21–22	**†Sundial*	Saguenay Terminals

DEPARTURES FROM MONTREAL—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—			
Jamaica	September 24	†*Canadian Observer*	Canadian National
	October 4	*Canadian Victor*	Canadian National
Bahamas	October 14	†*Canadian Conqueror*	Canadian National
	October 24	*Canadian Highlander*	Canadian National
Antigua			
Barbados			
Bermuda	September 20–29	†*A Ship*	Alcoa Steamships
British Guiana	September 14–23	†*Canadian Constructor* (r)	Canadian National
Dominica	Sept. 25–Oct. 2	*Lady Nelson* (r)	Canadian National
Grenada	October 4–13	†*A Ship*	Alcoa Steamships
Montserrat	October 5–14	†*Canadian Cruiser* (r)	Canadian National
St. Kitts	October 18–27	†*A Ship*	Alcoa Steamships
St. Lucia			
St. Vincent			
Trinidad			

DEPARTURES FROM QUEBEC

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Liverpool	September 22–26	*Franconia* (r)	Cunard Donaldson
	October 20–24	*Franconia* (r)	Cunard Donaldson
London	September 18–22	*Samaria* (r)	Cunard Donaldson
	October 2–6	*Scythia* (r)	Cunard Donaldson
	October 22–27	*Samaria* (r)	Cunard Donaldson

DEPARTURES FROM HALIFAX

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Cuba—			
Santiago	September 25–28	*Lake Traverse*	Pickford and Black
Jamaica—			
Kingston	September 25–28	*Lake Traverse*	Pickford and Black
United Kingdom—			
Liverpool	September 24–28	*Newfoundland* (r)	Furness Withy
	October 11–15	*Nova Scotia* (r)	Furness Withy
Southampton	September 22	*Aquitania*	Cunard Donaldson

DEPARTURES FROM SAINT JOHN

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Manchester	September 23–27	*Manchester Division* (r)	Furness Withy

DEPARTURES FROM VANCOUVER

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain information concerning loading dates, berths, available cargo space and rates.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-South and East—			
Cape Town, Port Elizabeth, East London, Durban, Lourenço Marques	October 10 November 11	*Silverteak* *Raki*	Dingwall Cotts Dingwall Cotts
Argentina—			
Buenos Aires	October 5	*Hindanger*	Empire Shipping
Australia—			
Sydney, Melbourne, Adelaide	October	*A Ship*	Empire Shipping
Sydney	October 5	*Waitomo*	Canadian Australasian
Melbourne	Early October Late October	*Sonoma* *Ventura*	Dingwall Cotts Dingwall Cotts
Sydney	October 14	*Aorangi*	Canadian Australasian
Belgium—			
Antwerp	October 11	*Paraguay* (r)	Gardner Johnson
	October 15	*Wyoming*	Empire Shipping
	October 26	*Golden Gate* (r)	Gardner Johnson
Brazil—			
Rio de Janeiro, Santos	October 5	*Hindanger*	Empire Shipping
Canal Zone—			
Balboa, Panama City	September 26	*Santa Flavia* (r)	Gardner Johnson
	October 7	*Coastal Adventurer*	Gardner Johnson
	October 27	*Coastal Nomad*	Gardner Johnson
Cristobal	October 7	*Coastal Adventurer*	Gardner Johnson
	October 27	*Coastal Nomad*	Gardner Johnson
Ceylon—			
Colombo	September 24	*Samarinda*	Dingwall Cotts
	October 4	*Silverash*	Dingwall Cotts
	November 4	*Radja*	Dingwall Cotts
Chile—			
Arica, Antofagasta, Valparaiso	September 26	*Santa Flavia* (r)	Gardner Johnson
Antofagasta, Valparaiso	October 5	*Hindanger*	Empire Shipping
China—			
Shanghai, Tsingtao, Taku Bar	October 6–7	*Washington Mail* (r)	Canadian Blue Star
Shanghai	September 23–24	*Canada Mail*	Canadian Blue Star
	October 14–15	*American Mail*	Canadian Blue Star
Colombia—			
Barranquilla	October 7	*Coastal Adventurer*	Gardner Johnson
	October 27	*Coastal Nomad*	Gardner Johnson
Buenaventura	September 26	*Santa Flavia* (r)	Gardner Johnson
Cook Island—			
Raratonga	October 5	*Waitomo*	Canadian Australasian

Destination	Loading Date	Vessel	Operator or Agent
Costa Rica—			
Puntarenas	Early October	*Don Anselmo*	Empire Shipping
	October 7	*Coastal Adventurer*	Gardner Johnson
	October 27	*Coastal Nomad*	Gardner Johnson
Cuba—			
Havana	Late September	*Triton*	Empire Shipping
Santiago			
Ecuador—			
Guayaquil	September 26	*Santa Flavia* (r)	Gardner Johnson
El Salvador—			
La Libertad	Early October	*Don Anselmo*	Empire Shipping
La Libertad	October 7	*Coastal Adventurer*	Gardner Johnson
La Union	October 27	*Coastal Nomad*	Gardner Johnson
Fiji—			
Suva	October 14	*Aorangi*	Canadian Australasian
	October	*Vesteroy*	Empire Shipping
France—			
Le Havre	October	*Wyoming*	Empire Shipping
Bordeaux			
Dunkirk			
Germany—	Late September	*Pacific Fortune* (r)	Furness Withy
Hamburg	October 11	*Paraguay* (r)	Gardner Johnson
	October 26	*Golden Gate* (r)	Gardner Johnson
Guatemala—			
San Jose	Early October	*Don Anselmo*	Empire Shipping
Guatemala City	October 7	*Coastal Adventurer*	Gardner Johnson
	October 27	*Coastal Nomad*	Gardner Johnson
Hawaii—			
Honolulu	Late September	*Trondanger*	North Pacific Shipping
	October 14	*Aorangi*	Canadian Australasian
Hong Kong	September 23–24	*Canada Mail*	Canadian Blue Star
	October 6–7	*Washington Mail* (r)	Canadian Blue Star
	October 14–15	*American Mail*	Canadian Blue Star
India and Pakistan—			
Bombay	September 24	*Samarinda*	Dingwall Cotts
Karachi			
Bombay	October 4	*Silverash*	Dingwall Cotts
Calcutta			
Indonesia—			
Batavia			
Samarang	September 24	*Samarinda*	Dingwall Cotts
Soerabaya	October 4	*Silverash*	Dingwall Cotts
Cheribon			
Israel—			
Haifa	Late September	*Triton*	Empire Shipping
Tel-Aviv			
Italy—			
Genoa	October	*Stromboli*	Empire Shipping
Naples			
Venice			
Japan—	September 23–24	*Canada Mail*	Canadian Blue Star
Yokohama	Sept. 30–Oct. 1	*Island Mail* (r)	Canadian Blue Star
	October 6–7	*Washington Mail* (r)	Canadian Blue Star
	October 14–15	*American Mail*	Canadian Blue Star
Malaya—			
Penang	October 4	*Silverash*	Dingwall Cotts
Port Swettenham			

DEPARTURES FROM VANCOUVER—Continued

Destination	Loading Date	Vessel	Operator or Agent
Mexico—			
Manzanillo	October 7	*Coastal Adventurer*	Gardner Johnson
Acapulco	October 27	*Coastal Nomad*	Gardner Johnson
Netherlands—			
Rotterdam	October	*Wyoming*	Empire Shipping
Amsterdam			
New Zealand—			
Wellington	Late October	*Ventura*	Dingwall Cotts
New Caledonia—			
Noumea	October	*Vesteroy*	Empire Shipping
New Hebrides—			
Port Vila	October	*Vesteroy*	Empire Shipping
New Zealand—			
Auckland	October 5	*Waitomo*	Canadian Australasian
Wellington			
Auckland	October 14	*Aorangi*	Canadian Australasian
Persian Gulf	September 24	*Samarinda*	Dingwall Cotts
Peru—			
Callao	September 26	*Santa Flavia* (r)	Gardner Johnson
Mollendo	October 5	*Hindanger*	Empire Shipping
Philippines—			
Manila	September 23–24	*Canada Mail*	Canadian Blue Star
Iloilo	Sept. 30–Oct. 1	*Island Mail* (r)	Canadian Blue Star
Cebu	October 6–7	*Washington Mail* (r)	Canadian Blue Star
	October 14–15	*American Mail* (r)	Canadian Blue Star
Manila	October 4	*Silverash*	Dingwall Cotts
Cebu			
Manila	September 24	*Samarinda*	Dingwall Cotts
Samoa—			
Apia	October	*Vesteroy*	Empire Shipping
Pago-Pago	Early October	*Sonoma*	Dingwall Cotts
	Late October	*Ventura*	Dingwall Cotts
Singapore	September 24	*Samarinda*	Dingwall Cotts
	October 4	*Silverash*	Dingwall Cotts
Society Islands—			
Papeete	October	*Vesteroy*	Empire Shipping
	October 5	*Waitomo*	Canadian Australasian
Sweden—			
Gothenburg	October 11	*Paraguay* (r)	Gardner Johnson
Malmo	October 26	*Golden Gate* (r)	Gardner Johnson
Norkopping			
Stockholm			
Trieste	October	*Stromboli*	Empire Shipping
United Kingdom—	Sept. 17–Oct. 2	*Lake Minnewanka*	Empire Shipping
	Sept. 24–Oct. 9	*Lake Allin*	Empire Shipping
Manchester	Late September	*Pacific Fortune* (r)	Furness Withy
	Mid-October	*Pacific Importer*	Furness Withy
	Early November	*Pacific Shipper* (r)	Furness Withy
	Early November	*Pacific Nomad*	Furness Withy
Cardiff	September	*Welsh Prince*	Furness Withy
Manchester			
Unstated Ports	September 23	*Corrientes*	Balfour Guthrie
	September 23	*Hartington*	B. W. Greer and Son
	Late September	*Thistlemuir*	Canada Transport
	October 11	*Paraguay* (r)	Gardner Johnson
	October 26	*Golden Gate* (r)	Gardner Johnson

Destination	Loading Date	Vessel	Operator or Agent
Uruguay—			
Montevideo	October 5	*Hindanger*	Empire Shipping
Venezuela—			
Maracaibo	Early October	*Don Anselmo*	Empire Shipping
Puerto Cabello	October 7	*Coastal Adventurer*	Gardner Johnson
La Guaira	October 27	*Coastal Nomad*	Gardner Johnson

Services to Newfoundland

Officers of the Canadian Trade Commissioner service are located in thirty-eight countries. Trade Commissioners are responsible to headquarters in Ottawa for the development of commercial relations with many other countries within their respective territories, as set forth in the alphabetical list below.

It is recommended that prospective exporters and importers should communicate with the Director of the Trade Commissioner Service, in Ottawa, before discussing their various problems with Trade Commissioners, as much of the information required can be made available to them by officers at headquarters responsible for the various geographical areas.

Charlottetown to Corner Brook, etc.	Fortnightly	PEI Industrial Corporation
Halifax to St. John's	Weekly	Furness Red Cross Line
Halifax to St. John's	Every three weeks	Furness Warren Line
Halifax to St. John's	Every ten days	Newfoundland-Canada Steamships
Halifax to St. John's	Fortnightly	Rowlings
Halifax to St. John's	Weekly	Shaw Steamships
Montreal to St. John's	Every ten days	Blue Peter Steamships
Montreal to St. John's	Fortnightly	Clarke Steamships
Montreal to Corner Brook	Fortnightly	Clarke Steamships
Montreal to St. John's	Fortnightly	Newfoundland-Canada Steamships
North Sydney to Port aux Basques	Daily, except Sunday	Canadian National Railways
Saint John to St. John's	Weekly	Furness Red Cross Line
Hamilton to St. John's	Fortnightly	Newfoundland-Great Lakes SS.
Toronto to St. John's	Fortnightly	Newfoundland-Great Lakes SS.

C. B. Birkett Arrives in Cape Town

C. Blair Birkett, who has been appointed Commercial Secretary for Canada in Cape Town, South Africa, arrived at his destination on September 1, 1949, to take over his new post. He was formerly Canadian Government Trade Commissioner in Guatemala City.

R. E. Gravel Arrives in Lima

R. E. Gravel, who has been appointed Acting Commercial Secretary for Canada in Lima, Peru, arrived at his destination on September 7, 1949, to take over his new post. He was formerly Assistant Commercial Secretary for Canada in Buenos Aires.

Mineral Resources of French Guiana to be Exploited

Port-of-Spain, August 22, 1949.—(FTS)—New steps are being taken to develop the mining industry of French Guiana. Although laye deposits of bauxite and manganese are known to exist, gold has been the mineral most exploited up to the present. It is believed that other minerals may be present in commercial quantities. In order to facilitate exploration and development, new roads are being built, electrical and water distribution systems constructed, and measures have been taken to improve health conditions.

Foreign Trade Service Abroad

Cable address:—Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

Buenos Aires—H. L. BROWN, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.
Territory includes Uruguay and Paraguay.

Buenos Aires—W. B. MCCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Bartolomé Mitre 478.

Australia

Sydney—C. M. CROFT, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.
Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Melbourne—F. W. FRASER, Commercial Secretary for Canada, 83 William Street.
Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Belgian Congo

Leopoldville—L. H. AUSMAN, Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boîte Postale 373.
Territory includes Angola and French Equatorial Africa.

Belgium

Brussels—B. A. MACDONALD Commercial Secretary, Canadian Embassy, 46 rue Montoyer.
Territory includes Luxembourg.

Brazil

Rio de Janeiro — MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy, Edificio Metropòle. Avenida Presidente Wilson 165. Address for letters: Caixa Postal 2164.

São Paulo—Acting Canadian Government Trade Commissioner, Canadian Consulate, Edificio Alois, Rua 7 de Abril 252. Address for letters: Caixa Postal 6034.

Chile

Santiago—E. H. MAGUIRE, Commercial Secretary, Canadian Embassy, Bank of London and South America Building. Address for letters: Casilla 771.
Territory includes Bolivia.

China

Shanghai—B. I. RANKIN, Acting Commercial Secretary for Canada, 27 The Bund, Postal District (0).

Colombia

Bogotá—H. W. RICHARDSON, Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.
Territory includes Republic of Panama and the Canal Zone.

Cuba

Havana—A. W. EVANS, Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.
Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

Cairo—J. M. BOYER, Canadian Government Trade Commissioner, 22 Sharia Kasr el Nil. Address for letters: Post Office Box 1770.
Territory includes Aden, Anglo-Egyptian Sudan, Cyprus, Ethiopia, Iraq, Lebanon, Saudi Arabia, Syria and the Hashemite Kingdom of the Jordan.

France

Paris—J. P. MANION, Commercial Secretary, Canadian Embassy. Address for letters: 3 rue Scribe.
Territory includes Algeria, French Morocco and Tunisia.

Paris—J. H. TREMBLAY, Commercial Secretary (Agricultural Specialist), Canadian Embassy. Address for letters: 3 rue Scribe.
Territory includes Belgium, Denmark, France and the Netherlands.

Germany

Frankfurt am Main—B. J. BACHAND, Canadian Commercial Representative, Canadian Consulate, 145 Fuerstenbergerstrasse.
Cable address, Canadian Frankfurt-Main.

Greece

Athens—T. J. MONTY, Commercial Secretary, Canadian Embassy, 31 Vassilissis Sophias Avenue.
Territory includes Israel.

Foreign Trade Service Abroad—*Continued*

Guatemala

Guatemala City—J. C. Depocas, Canadian Government Trade Commissioner, No. 20, 4th Avenue South. Address for letters: Post Office Box 400.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

Hong Kong—K. F. Noble, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.

Territory includes South China, the Philippine Islands and French Indo-China.

India

New Delhi—Richard Grew, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 11.

Bombay—R. K. Thomson, Acting Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.

Territory includes Burma and Ceylon.

Ireland

Dublin—H. L. E. Priestman, Commercial Secretary for Canada, 66 Upper O'Connell Street.

Italy

Rome—R. G. C. Smith, Commercial Secretary, Canadian Embassy, Via Saverio Mercadante 15-17.

Territory includes Malta, Yugoslavia and Libya.

Jamaica

Kingston—M. B. Palmer, Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.

Territory includes the Bahamas and British Honduras.

Japan

Tokyo—J. C. Britton, Commercial Representative, Canadian Liaison Mission, Canadian Legation Building.

Mexico

Mexico City—D. S. Cole, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

Netherlands

The Hague—J. A. Langley, Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

New Zealand

Wellington—P. V. McLane, Commercial Secretary, Office of the High Commissioner for Canada, Government Life Insurance Building. Address for letters: Post Office Box 1660.

Territory includes Fiji and Western Samoa.

Wellington—Dr. W. C. Hopper, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Government Life Insurance Building. Address for letters: Post Office Box 1660.

Norway

Oslo—S. G. MacDonald, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.

Territory includes Denmark and Greenland.

Pakistan

Karachi—G. A. Browne, Canadian Government Trade Commissioner, The Cotton Exchange, McLeod Road. Address for letters: Post Office Box 531.

Territory includes Afghanistan and Iran.

Peru

Lima—R. E. Gravel, Acting Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.

Territory includes Ecuador.

Portugal

Lisbon—L. S. Glass, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

Singapore

Singapore—Paul Sykes, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.

Territory includes Federation of Malaya, Indonesia, North Borneo, Brunei, Sarawak and Thailand.

South Africa

Johannesburg—S. V. Allen, Commercial Secretary for Canada, Mutual Building, Harrison Street. Address for letters: Post Office Box 715.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Kenya, Nyasaland, Tanganyika and Uganda.

Cable address, Cantracom.

Foreign Trade Service Abroad—*Concluded*

Cape Town—C. B. BIRKETT, Commercial Secretary for Canada, New South African Mutual Buildings, 21 Parliament Street. Address for letters: Post Office Box 683.
Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.
Cable address, Cantracom.

Sweden

Stockholm—D. B. MUNDY, Acting Commercial Secretary, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.
Territory includes Finland.

Switzerland

Berne—YVES LAMONTAGNE, Commercial Counsellor, Canadian Legation, Thunstrasse 95.
Territory includes Austria, Czechoslovakia and Hungary.

Trinidad

Port-of-Spain—T. G. MAJOR, Canadian Government Trade Commissioner, 43 St. Vincent Street. Address for letters: Post Office Box 125.
Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana and the French West Indies.

Turkey

Istanbul—G. F. G. HUGHES, Acting Commercial Secretary for Canada, 20 Yeni Carsi Caddesi, Beyoglu. Address for letters: Post Office Box 2220, Beyoglu.

United Kingdom

London—A. E. BRYAN, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Sleighing, London.

London—R. P. BOWER, Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Territory includes the South of England, East Anglia and the British West Africa (Gold Coast, Sierra Leone and Nigeria).
Cable address, Sleighing, London.

London—W. B. GORNALL, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Cantracom, London.

London—R. D. ROE, Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Timcom, London.

Liverpool—M. J. VECHSLER, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.
Territory includes the Midlands, North of England and Wales.

Glasgow—J. L. MUTTER, Canadian Government Trade Commissioner, 200 St. Vincent Street.
Territory covers Scotland and Iceland.
Cable address, Cantracom.

Belfast—H. L. E. PRIESTMAN, Canadian Government Trade Commissioner, 36 Victoria Square.
Territory covers Northern Ireland.

United States

Washington—J. H. ENGLISH, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

Washington—G. R. PATERSON, Agricultural Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

New York City—M. T. STEWART, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Center.
Territory includes Bermuda.
Cable address, Cantracom.

New York City—M. B. BURSEY, Canadian Government Trade Commissioner (Fisheries Specialist), British Empire Building, Rockefeller Center.

Boston—T. F. M. NEWTON, Consul of Canada, 532 Little Building, 80 Boylston Street, Boston 16.

Detroit—J. J. HURLEY, Consul of Canada, Canadian Consulate, 1035 Penobscot Building, Detroit 26, Michigan.

Chicago—EDMOND TURCOTTE, Consul-General of Canada, Suite 800, Chicago Daily News Building, 400 West Madison Street.

Los Angeles—V. E. DUCLOS, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

San Francisco—H. A. SCOTT, Consul-General of Canada, 3rd floor, Kohl Building, 400 Montgomery Street.

Venezuela

Caracas—C. S. BISSETT, Canadian Government Trade Commissioner, Canadian Consulate General, 8° Piso, Edificio America, Esquina Veroes.
Territory includes Netherlands Antilles.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

Country	Monetary Unit		Nominal Quotations Aug. 30	Nominal Quotations Sept. 6
Argentina	Peso	Off.	·2977	·2977
		Free	·2085	·2085
Australia	Pound	....	3·2240	3·2240
Belgium and Belgian Congo	Franc	....	·0228	·0228
Bolivia	Boliviano	....	·0238	·0238
British West Indies (except Jamaica)	Dollar	....	·8396	·8396
Brazil	Cruzeiro	....	·0544	·0544
Burma	Rupee	....	·3022	·3022
Ceylon	Rupee	....	·3022	·3022
Chile	Peso	Off.	·0517	·0517
		Export	·0323	·0323
Colombia	Peso	....	·5128	·5128
Costa Rica	Colon	....	·1800	·1800
Cuba	Peso	....	1·0000	1·0000
Czechoslovakia	Koruna	....	·0200	·0200
Denmark	Krone	....	·2084	·2084
Dominican Republic	Peso	....	1·0000	1·0000
Ecuador	Sucre	....	·0741	·0741
Egypt	Pound	....	4·1330	4·1330
El Salvador	Colon	....	·4000	·4000
Fiji	Pound	....	3·6306	3·6306
Finland	Markka	....	·0062	·0062
France, Monaco and French North Africa	Franc	Off.	·0037	·0037
		Free	·0030	·0030
French Empire—African	Franc	....	·0073	·0073
French Pacific Possessions	Franc	....	·0201	·0201
Germany	Deutsche Mark	....	·3000	·3000
Guatemala	Quetzal	....	1·0000	1·0000
Haiti	Gourde	....	·2000	·2000
Honduras	Lempira	....	·5000	·5000
Hong Kong	Dollar	....	·2519	·2519
Iceland	Krona	....	·1541	·1541
India	Rupee	....	·3022	·3022
Iran	Rial	....	·0312	·0312
Iraq	Dinar	....	4·0300	4·0300
Ireland	Pound	....	4·0300	4·0300
Israel	Pound	....	3·0000	3·0000
Italy	Lira	....	·0017	·0017
Jamaica	Pound	....	4·0300	4·0300
Japan	Yen	....	·0028	·0028
Lebanon	Piastre	....	·4561	·4561
Mexico	Peso	....	·1157	·1157
Netherlands and Indonesia	Florin	....	·3769	·3769
Netherlands Antilles	Florin	....	·5303	·5303
New Zealand	Pound	....	4·0150	4·0150
Nicaragua	Cordoba	....	·2000	·2000
Norway	Krone	....	·2015	·2015
Pakistan	Rupee	....	·3022	·3022
Panama	Balboa	....	1·0000	1·0000
Paraguay	Guarani	....	·3200	·3200
Peru	Sol	....	·1538	·1538
Philippines	Peso	....	·4975	·4975
Portugal and Colonies	Escudo	....	·0400	·0400
Singapore	Straits Dollar	....	·4702	·4702
Spain and Colonies	Peseta	....	·0916	·0916
Sweden	Krona	....	·2783	·2783
Switzerland	Franc	....	·2336	·2336
Thailand	Baht	....	·1000	·1000
Turkey	Lira	....	·3571	·3571
Union of South Africa	Pound	....	4·0300	4·0300
United Kingdom	Pound	....	4·0300	4·0300
United States	Dollar	....	1·0000	1·0000
Uruguay	Peso	Controlled	·6583	·6583
		Uncontrolled	·5618	·5618
Venezuela	Bolivar	....	·2985	·2985
Yugoslavia	Dinar	....	·0200	·0200

Trade Publications Available

ABC of Canadian Export Trade

Prepared by Export Division, Foreign Trade Service. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents a copy in Canada and 50 cents for delivery abroad.

Canada—Butcher, Baker, Grocer

Brochure, illustrating the extent to which foodstuffs are being shipped to the United Kingdom, prepared for distribution at the Dairy Show, in London, England, and to the provision trade in Great Britain. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Canadian Export Timbers

Brochure, illustrating and describing Canadian woods available for export, prepared for distribution at Building Trades Exhibition, in Manchester, England. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents.

Canadian Furs

Brochure, pertaining primarily to ranched furs, prepared for distribution at International Fur and Leather Fair, in Basle, Switzerland. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Canadian Certified Seed Potatoes

Folder, illustrating varieties most suitable for shipment to other countries, prepared for distribution abroad in an effort to stimulate export sale of seed potatoes. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Eighty Years of Foreign Trade

Reprint of article in *Canadian Geographical Journal*, which reviews development of Canada's trade between 1867 and 1947. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Reprints of Economic Reviews

Reports on the following countries, reproduced originally in the *Commercial Intelligence Journal* and *Foreign Trade*: Argentina, British West Indies and British Guiana, French North Africa, India, Iran, Mexico, New Zealand. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Reprints of Special Articles

Articles on the following subjects, published in *Foreign Trade*, have been reprinted in pamphlet form, and may be obtained from the Publicity Division, Foreign Trade Service, Ottawa:

Assistance Available from Trade Commissioners
Branch Plant Expansion Encouraged
Canadian Port Facilities Aid Foreign Trade
Canadian Toy Industry
European Recovery Program Related to Canadian Economy
Foreign Import Controls and Exchange Regulations
Import Control of Capital Goods Under Emergency Act
Influence of Geography on Import Trade
Production of Sports Equipment in Canada
Trade Procedure for American and British Zones in Germany

Trade Bulletins and Reports

Detailed information on foreign trade is compiled by Dominion Bureau of Statistics, being issued on a monthly, quarterly and annual basis. The Dominion Statistician is also responsible for compilation of the *Canada Year Book;* the *Canada Handbook,* the *Canadian Statistical Review* and commodity reports. Catalogue of publications obtainable from Information Service, Dominion Bureau of Statistics, Ottawa.

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